

small air forces observer

vol. 21 no. 2 (82)
July 1997

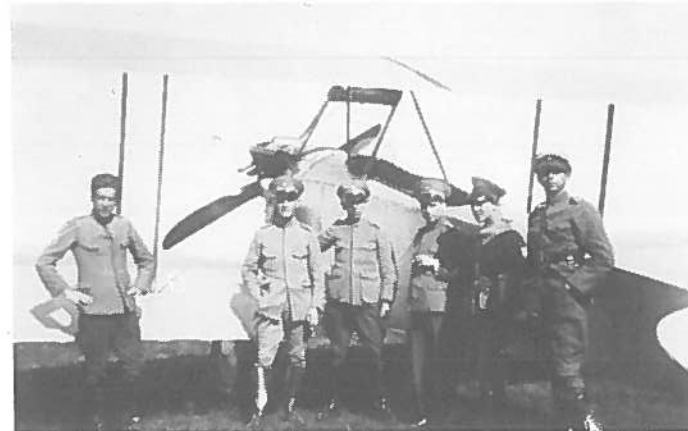
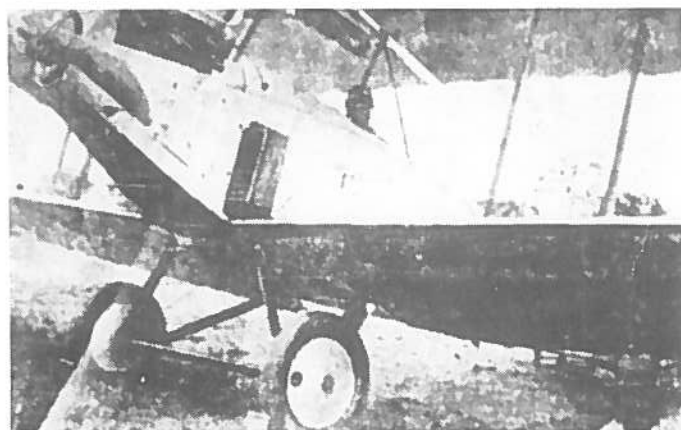
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Colombia's Wild Aircraft
Ecuadorian B-25 & Mi-8
RAF Museum's Catalina
Irkutsk Shavrov Sh-2

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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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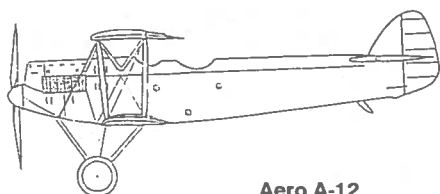
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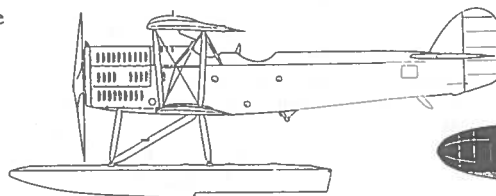
LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Eric Stoutenburg, Ft. Carson, CO; Curtis Marzolf, Bulverde, TX; E. Tronn, Montreal, PQ Canada; Alain La Pierre, Maracay, Venezuela; Michael Parr, Prince George, B.C. Canada; Richard Harrison, Stroudsburg, PA; Ellis Estes, Alexandria, VA. Gary Lepinski, Minneapolis, MN; Andrzej Lesicki, Poznan, Poland; Ludoric Lamouroux, Montry, France.

COVER COMMENTS: Back in 1986, Rodger Eberle wrote, in SAFO, about the Swiss-built Wild aircraft in Colombia. Now, our new Colombian member, Marco Dini Bruno, uses Colombian sources to describe the service history of the Colombian Wild aircraft. To get you into the mood, our front-cover photo shows a Colombian Wild WT with a bunch of stalwart airmen lounging around a wonderful old car. On the back cover: T-L. Wild WT #11, #13, and #14. Note the different vertical tail on #11. Wilds #13 and #14 probably carried French roundels. T-R. Wild X #101. Note the Colombian National Shield on the fuselage. B-L. Wild X #105. Note the traditional Andean apparel worn by the local inhabitants in the foreground. B-R. Wild X #106 undergoing maintenance. (All photos via author)

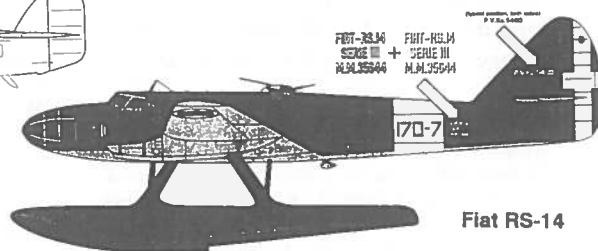
ESTATE SALE: Hundreds of books and magazines continue to use up valuable space in my office. These will have to be sold or they will be tossed into the recycling bin. This latter would be a real shame since there are some very nice information in this collection. Everything has now been priced: Magazines from \$0.50 to \$1.00; soft-bound books \$1.00 to \$5.00; hard-bound books \$5.00 and up (there are some excellent books remaining). In addition, a collection of decals has just been obtained. This collection includes many rare and long-unobtainable sheets such as Stoppie and ABT. Send \$1.00 (or two IRC) and a large SASE for list of magazines, books, and decals.



Aero A-12



Aero A-29



Fiat RS-14

AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 1/97 (32 pages) "Nocturnal Axis Twins" (part 1) 10 pages including 14 side-view drawings (Hungarian Me 210, Romanian Me 110G, & Italian Me 110C). "New Guinea Norseman" 3 pages including 3 side-view drawings. "The Eduard Sopwiths" 5 pages on building and improving on the 1/72-scale kits of the Baby and Schneider including 2 pages of sketches. "Combat Aircraft of the 1948-49 Middle East War Period" 11 pages including 25 side-view drawings (Macchi C.205V, Fiat G.55, S.199, Spitfires, & Dakota).

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Felberstrasse 104/7, A-1150 Wien. Write for free sample.)

1/97 (32 pages) "Italienische Jagdfliegerasse 1915-18" 2 pages including a side-view drawing of Baracchinis' Hanriot. "Stieglitz OE-TKS unterm Hakenkreuz" 2 pages including one photo and a side-view drawing. Photo: Austrian AB 204.

BELGIUM

KIT (IPMS Belgium, c/o Michel Willot, dreve de Champagne 14, B-1190 Bruxelles; 4 issues US \$25 in cash, International Postal Money Order for 900 BF.

#104 4/1996 (36 pages) "Le Fiat Cr.42 en Service en Belgium" 13 pages including 13 photos, a one-page 4-view 1/72-scale drawing, 3 side-view drawings, and 2 pages of sketches of details. "MS-406 Finlandais" 2 pages of 1/72-scale drawings reproduced from SAFO.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Lucidio Lago, 457/206 - Meier - Rio, RJ, CEP 20780-020. Subscription is \$10.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.)

#83 (16 pages) "Caproni AP-1 Aerea Paraguay 1939-49" 2 pages including scale 3-view drawing.

#84 ((16 pages) "T-28R1 Marinha do Brasil" 2 pages including 3-view drawing. "Grumman Widgeon" 4 pages including one photo and a 2-page 3-view drawing of amphibian in Brazilian markings.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere).

25/1 (24 pages) "Brief History of the Canso" and "Canso Colour Schemes and Markings" 4 pages including 6 side-view drawings. "RCAF Spitfire PR.XI" 3 pages including 6 photos of model.

CZECH REPUBLIC

AERO PLASTIC KITS REVUE (Vydavatelství Model Hobby Press, ul. 1. máje 11, 709 00 Ostrava-Mar. Hory, Czech Republic. 6 issues \$33 surface or \$45 air.)

#44 (76 pages) "Vojenske letectvo Malajsie 1950-

1995" (1. cast) 6 pages including 7 photos and 12 color side-view drawings (Provost, Pioneer, CL-41G, Twin Pioneer, Dove, Dart Herald, Bulldog, Caribou, Bell 47G, Sabre, PC-7A, & Cessna 402). "Vojenske verze Mi-2" 12 pages including 18 b&w and 17 color photos of Polish a/c, a 1/72-scale 4-view drawing, 16 side-view drawings showing various external loads, and 3 pages of sketches of these loads. "Z-126 Trener ocima pilota" 6 pages including 11 b&w and 6 color photos. "T-Birds s rudou hvездou" 4 pages including 7 photos and 4 color side-view drawings of Yugoslav T-33. "Gloster Meteor" (1. cast) 11 pages including 11 photos, 4 pages of 1/72-scale drawings (Mk.1, 3, & 4), and 4 color side-view drawings (RAF & Argentina). "Gotha Go 242/244" 4 pages including 3 photos and a page of scale drawings. "FFVS J-22B" a 2-page kit review including 1/72-scale drawings. "Esa mezivalecneho obdobi" (1. cast) 6 pages including 15 photos, list of Spanish Republican/Soviet aces, and 8 color side-view drawings (Ni-S2, Fury, I-15, & I-16). "Sedmactka" (7. cast) 4 pages including 6 photos and 4 color side-view drawings of MiG-17 (East German, Czech, Chinese, & Polish).

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00 (US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; since exchange fluctuates write Joe for current rates).

2/97 (40 pages) "Malvinas Memories" 2 pages including 4 side-view drawings (3 Argentina Learjets & a UH-1N). "Miles Masterpiece" (Part 2) 6 pages including 15 photos on constructing the 1/72-scale vacuform kit and 2 pages of 1/32-scale drawings.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., 3 Lowfield Court, Old Forge Business Park, Sark Road, Heeley, Sheffield, S2 4HG; 4 issues £18.00. In USA/Canada order from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; since exchange rates fluctuate write Joe for current rates).

Vol. 14 NO. 2 #49 Spring 1997 (32 pages) "Converting Tamiya's 1/48th Lancaster into a Lincoln" 6 pages including 2 photos of RAAF Lincolns and 14 photos of model. Kit reviews of the Skybirds 1/72-scale DFW CV, Rumpier CIV, Aviatik CIII, Albatros CX, & Halbertadt DII, DIII, & DV; 4 pages including 12 photos. "Vought Vindicator" 2 pages history and building the Rareplane vacuform kit including 3 photos of model and 4 side-view drawings. "Flying Flapjack" 3 pages on history and modeling the Rareplane kit including 3 photos of model and scale drawings.

INSIGNIA (Blue Rider Publishing, 43a Glasford St., London SW17 9HL, UK.)

#5 March/April 1997 (36 pages) "Austrian Aviation 1918-22" 10 pages including 37 photos, 6 side-view drawings (Phoenix C.I, Berg D.I, & Albatros D.III(Oef)), and decal sheet for one Phoenix C.I, one Berg D.I, and 2 Albatros D.III. "Heimwehr Fliegerkorps" 5 pages on Austrian military a/c 1922-38 including 13 photos and 5 side-view drawings (Berg D.I, Hopfner HS 8/29, Fiat AS 1, & BFW M23b). "Chinese Aircraft at War: Polikarpov R-1 in China and Cantonese AF and the Shanghai Incident" 2 pages including one photo and 4 side-view drawings (R-1, Waco 240A, Vought V-65C Corsair, & Ryan Brougham. "Albatros D.III(Oef)" (Part 5) 2 pages including 10 side-view drawings of Austro-

Hungarian a/c. "Argentina Vickers Viking" 2 pages including 3-view drawing. "Gran Chaco War Fighters" 5 pages including 6 side-view drawings (Bolivian Curtiss Hawk II & 2 Vickers Scouts, and Paraguayan Fiat CR 20bis, Savoia S.52, & Wibault 73. Letters section includes photos of Lithuanian Anbo V, Austrian B.II with colors of tail stripes reversed, and Don Republic Voisins with the blue triangle national insignia.

SMALL SCALE AVIATOR (Delta Aviation Publishing, 38 Hawksley Avenue, Hillsborough, Sheffield S6 2BE, South Yorkshire, England. Subscription £16.60 UK, £18.50 Europe, £26.50 rest of world. Payment by Sterling cheques or credit card to Athena Books, 34 Imperial Crescent, Town Moor, Doncaster DN2 5BU, South Yorkshire.)

Vol 1, No 3 Winter 1997 (36 pages) "A Whole Load of Grief" 4 pages on improving on the Airfix kit including 5 photos of the model and a page of sketches. "Sopwith Bat Boat" 3 pages on building the vacuform kit including 4 photos. "HH-60G Pavehawk" 4 pages with 10 photos of details. "Strategic Bombers" A 2-page historical introduction to a series on building models of the big aircraft. "A 'Yankee' Gustav" one page with 2 photos of model. Ten pages of reviews (Revell's Bf 109G-10 is nominated for "Kit of the Year").

FINLAND

Finnish Air Force Special Interest Group, c/o Niles R. Treichel, Ludigstr. 13, 27432 Bremervoerde, Germany.

No. 8 (10 pages) "Drogue Dependent" 4-page review of the Italeri kit of the Il-28 including 2 pages of scale drawings. "Export Gem: Saab's Sapphire" 4 pages including 3 drawings of Finnish Safirs and a page of drawings of details.

IPMS-MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

#117 6/1996 (20 pages) Nothing of small-air-force interest.

#118 2/1997 (20 pages) Nothing of small-air-force interest.

SUOMEN ILMAILUHISTORIALLINEN LEHTI (InScale 72, Makelankatu 5B10, 00550 Helsinki; Europe \$30, elsewhere \$35; payment by International Postal Order or in cash; no cheques of any kind accepted because of high redemption rates). Each issue includes a 2-page English summary.

2/1997 (24 pages) "Kassel 12a" one page including 3 photos on a glider built by the enlisted men of Flying Station 2 (LA 2). "Ilmailuvoimien Lentokonethdas ja Hansa Brandenburg" 6 pages including 6 photos and 1/72-scale 3-view drawing of the IVL A.22 aka (H-B W.33). "Morko-Morane" 10 pages including 11 photos, 2 side-view drawings, and 1/72-scale 3-view drawing. ("The internationally boasted name Morko-Morane 'Ghost-Morane' was not an official name and the origin is unclear." "Fiatien tulo Suomeen" 2 pages including 4 photos on the of the first Fiat G.50s received by Finland. "Peeitenimierna ERNA" one page with two photos of German He-111 flying from Helsinki-Malmi to drop paratroopers into Estonia in July 1941.

FRANCE

JETS: Toute l'Aeronautique Moderne (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for

12 issues).

#16 avril 1997 (52 pages) Photo: Venezuelan National Guard PZL M28. "Des Harrier Espagnols pour la Thaïlande" 6 pages including 9 photos. "L'Aviation Jordanienne" 7 pages including 13 photos (Mirage F.1, AH-1F Cobra, F-104, UH-1, F-5E, Bulldog, C-130H, & Super Puma). "Le Sea Vixen" (3eme partie) 11 pages including 6 photos, 2 color side-view drawings, and 1/72-scale drawings. "Night Falcon en Turquie" 5 pages including 8 photos (F-16 & UH-1B). "En Vol sur Aero L-39" 5 pages including 12 photos of Russian L-29.
#17 mai 1997 (52 pages) "La Dissolution de l'Escadron 59S" 5 pages including 10 photos. "MiG sur la Croatie" 8 pages on Croatian MiG-21s including 21 photos. "T-35 Pillan" 2 pages with 8 photos (Chile, Paraguay, & Panama). "Du Nesher au Kfir" 12 pages including 15 photos, 2-page cutaway drawing, and 2 pages of 1/72-scale drawings. "Les Appareils du Porte-Avions Karel Doorman" 8 pages including 24 photos (Avenger, Barracuda, Firefly, Sea Fury, Sea Hawk, Tracker, and Sikorsky HO4S & HHS), and 3 color side-view drawings (Sea Hawk, Firefly, & Sea Fury). "L'Ecole des Pilotes d'Essai de l'US Navy" 7 pages including 15 photos.
#18 Juin 1997 (52 pages) "Freccie Tricolori" 4 pages including 5 photos. "Let Pilatus PC-7 de l'Aviation Navale Chilienne" 3 pages including 4 photos. "La Section Air 00/324 et l'Ecalat Dax" 7 pages including 17 photos of French Army helicopters. "Du Nesher au Kfir" (2ere partie) 5 pages including 3 photos and a 2-page 1/72-scale 5-view drawing. "L'Ecole de la Force Aerienne Venezuelienne" 7 pages including 15 photos (T-34A & T-27). "Aero Industry Development Centre AT-3 Tsu-Chang" 8 pages including 16 photos and a 2-page 1/72-scale 6-view drawing. "L'USS George Washington et le Carrier Air Wing 7" 9 pages including 22 photos and 9 color drawings of unit badges.

AVIONS: Toute l'Aeronautique et son Histoire (39 rue A. Briand, 62200 Boulogne Sur Mer, France. 420F for 12 issues).

#49 Avril 97 (52 pages) "Les North American T-6 'Texan' de la Force Aerienne Paraguayenne 1943-1997" 5 pages including 17 photos and table of individual a/c history. "Les Premiers Chasseurs d'Emile Dewoitine" (2eme partie) 4 pages including 11 photos of D.1 (2 Yugoslav). "Le Letov S-16" (3eme partie) 3 pages including 8 photos. "L'Arado 66: Le Premier Chasseur d'Hitler" (2eme partie) 5 pages including 14 photos (8 Bulgarian). "Le Fairey Fulmar" (1ere partie) 10 pages including 11 photos, 2-page cutaway drawing, 5-view 1/72-scale drawing, and cover painting. "L'Histoire Inconnue des Spad Type A" (4eme partie) 7 pages including 18 photos and 3 color side-view drawings of Russian a/c. "Les Hawk 75 Argentins" (1ere partie) 4 pages including 9 photos. "Grigorovitch M-5: Maquette Poick au 1/72eme" 2 pages including 7 photos of model.
#50 mai 1997 (52 pages) "La JG 107 en France, 1943-1944" 6 pages including 17 photos and color cover painting. "Les Potez 54 de la Marine, Suite et Fin?" 2 pages including 2 photos. "L'Histoire Inconnue des Spad Type A" (5eme partie) 3 pages including 8 photos. "Le Fairey Fulmar" (2eme partie) 6 pages including 11 photos and 3 color side-view drawings (RN and Vichi). "Les Premiers Chasseurs d'Emile Dewoitine" (3eme partie) 10 pages including 13 photos (Swiss & Yugoslav), a 2-page cutaway drawing, and 2 pages of 1/72-scale drawings of D.1. "Les Curtiss Hawk 75-O Argentins" (2eme partie) 4 pages including 9 photos. "Les As de l'Aviation Militaire Francaise en 1914-1918: Paul d'Argueff" 7 pages including 20 photos and

2 color side-view drawings (Russian Ni 17 & French Spad 13). "Nieuport Triplan: Marquette en 'Scratch' sur base Nieuport 17 Testors au 1/48eme" 2 pages including 5 photos of model.
#51 juin 1997 (52 pages) "Grigorovitch M-5 Turc" 4 pages including 8 photos and a 1/72-scale 3-view drawing. "Pilot au GC III/3 en 1940: Interview du General Ducal" (1ere partie) 5 pages including 15 photos. "Les Premiers Chasseurs Dewoitine" (4eme partie) 6 pages including 8 photos and 3 color side-view drawings (Japanese D.1bis, Serbs. Croates, & Slovenes D.1, and Italian D.1ter). "Reconnaissance sur la Pologne la 5.(H)/13 en Septembre 1939" 8 pages including 22 photos and a 2-page cutaway drawing of the Fi 156 Storch). "Aviation d'Observation en 14/18" (1ere partie) 6 pages including 26 photos of French a/c. "Le Fairey Fulmar" (3eme partie) 7 pages including 16 photos and 3 color side-view drawings. "Henschel Hs 126: Maquette Karo As au 1/48eme" 3 pages including 9 photos of model.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).
1/97 (40 pages) Nothing of small-air-force interest.
2/97 (40 pages) Nothing of small-air-force interest.

ITALY

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).
#3 Marzo 1997 (100 pages) Color photos: Croatian An-32, SFOR Defender, and Greek AB.212ASW & AB.205. "46th Brigata Aerea" 4 pages including color side-view drawings of G.222 & C-119G. "Nei cieli de guerra" 6 pages including 13 WWII color photos of Italian a/c. [Editor's note: This is an introduction to a book that will include 220 color photos taken during WWII. The book is the result of the cooperation among Italian aviation writers and enthusiasts. The colors are fantastic and there will be an English edition.]
#4 Aprile 1997 (100 pages) Color photos: Albanian MiG-15UTI '3-26'. B&W photos: Somali AB.212. "6° Stormo" 4 pages including 5 photos and two color side-view drawings (Tornado IDS & F-104G). "Layoro aereo in Antartide" 6 pages including 8 photos of Ecureuils from Helicopters New Zealand. "Da Aviano 1927 a Furbara 1934" 6 pages including 10 photos of controversial aerial exercises. "Noviat dalla FAP" one page including 4 photos of Portuguese Alpha Jets and CASA 212s.
#5 Maggio 1997 (100 pages) Color photo: Eritrea MB.339C. "I Mirage di Anapolis" 5 pages including 9 photos of Brazilian Mirages. "Il Futuro del SAR" 6 pages including 12 photos of Italian helicopters. "Alitalia: 50 Anni fa" 6 pages including 6 photos a 2 color side-view drawings (Fiat G.12 & Lancastrian). "Ricordi di un Pilota Antisom" 6 pages including 10 photos of Italian S2F Trackers. "70, Ma non li Deimostro ..." 5-page history of Milan Aero Club including 10 photos.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.
1/97 (32 pages) "Dragon Rapide met Spaans Temperament" 2 pages including 5 photos of Spanish DH-89M.

PARAGUAY

MODELO TERAPIA (Antonio Luis Sapienza, PO

Box 2721, Asuncion, Paraguay. Quarterly. \$3.50 each via air mail).

Diciembre 1996 (14 pages) "Los Wibault 73C1 del Arma Aerea Paraguaya" 3 pages including 3-view drawings. "Los Curtiss Hawk 75-O de la Fuerza Aerea Argentina" 5 pages including 8 side-view drawings with plan-views when necessary. "Los Junkers W.34 y K.34 de la Fuerza Aerea Colombiana" 3 pages including drawings for 2 a/c. "Los Gloster Meteor Latinos" 2 pages including 4 side-view drawings (Argentina, Brazil, & Ecuador).
Marzo 1997 (12 pages) "Los Douglas DC-4 en Paraguay" 2 pages including 3 side-view drawings. "Un Piloto Mexicano en la Guerra Civil Espanola" 2 pages including 2 side-view drawings of I-16. "Los Junkers W.34 y K.43 en Argentina" 3 pages including 5 side-view drawings. "Los Curtiss P-40 de la Fuerza Aerea Brasileira" 2 pages including 4 side-view drawings. "Algunas Notas sobre el Curtiss Hawk II" 2 pages including 4 side-view drawings (Cuba, Bolivia, Peru, & Colombia). [Editor's note: Antonio Luis Sapienza is doing a wonderful job; authors in these two issues are from Paraguay, Mexico, Argentina, Brazil, Colombia, Ecuador, and the USA.]

POLAND

AEROPLAN (Agencja Lotnicza "Altair, ul. Warecka 11/36, 00-034 Warszawa.)
4/96 (44 pages) "RWD-9 Rekonstrukcja" 5 pages including 3 photos and a 2-page 1/50-scale 5-view drawing. "Ratownicze i policyjne wersje smiglowca PZL Mi-2" 5 pages on the Polish Mi-2 including 23 photos. "Czeski Sokol" 2 pages including 7 photos. "Szpiegowski Spitfire'y" 3 pages including 3 color side-view drawings. "Szkolno-treningowy Junak" 4 pages including 8 photos and a 1/72-scale 5-view drawing. "Migi-21 na swiecie" (czesc 3) 8 pages cover Iraq to Myanmar including 12 photos, 5 side-view drawings (Iraq, Yugoslavia, Cambodia, Madagascar, & Pakistan), and 5 color side-view drawings (Iran, Iraq, Nigeria, South Yemen, & Pakistan)
5/96 (44 pages) "Mi-2 w polskim lotnictwie wojskowym" 6 pages including 15 photos and individual histories of all Polish Mi-2. "Szkolno-treningowy Junak" (czesc 2) 6 pages including 14 photos, 4 color side-view drawings, and 1/72-scale multi-view drawing of Junak 2. "MiGi-21 na swiecie" Czesc 4) 4 pages covering Romania to Zimbabwe including 4 photos, 5 side-view drawings (Romania, Sri Lanka, Sudan, Uganda, & Zimbabwe), and 4 color side-view drawings (Somalia, Syria, Vietnam, & Zambia). "RWD-9 Rekonstrukcja" 4 pages including 5 photos and drawings. "CH-34" 4 pages including 10 photos and 2 color side-view drawings (South Vietnam & Israel). "Zestaw po polsku" 7 pages on Spitfires flown by Poles including 19 photos and 2 color side-view drawings.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30 overseas).
#156 May 1997 (148 pages) "Vuia" 11 pages on Romanian pioneer including 23 photos and 2 drawings. "A New Curtiss E-Boat" 8 pages including 21 photos and 2 pages of scale drawings. "Linen Fabric Covering of the Wings, Elevator and Rudder of the Fokker E.III" 14 pages. "Alter D.I." 2 page including 2 photos. "Drawings" 16 pages including Le Pere Triplane, Spad-Herbemont 20, Frank Lukes Spad XIII, Loening M2 Kitten, and Etrich Taube D2.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY

12601; 4 issues \$30.00 USA or \$30.00 overseas.).
#42 Apr. 1997 (84 pages) "Ryan NYP Reproductions" 9 pages including 14 photos. "Wichita's First Military Airplanes" 6 pages including 10 photos and 3-view drawing of Stearman YPT-9 & YBT-5. "Anacostia Flight Tests" The Kinner XRK-1 Transport" 6 pages including 10 photos and 3-view drawing. "A Short History of French Fighter

Airplanes, 1918-1934" (Part 1) 9 pages including 11 photos (Spad 13, Ni-D 28, Caudron R 11, Spad 20, H-D 3, SEA 4, GL-a, Ni-D 29, Bre L.E., Wibault 1, & Borel C2) and a 3-view drawing (Bre L.E.). "Edo's First Airplane" 3 pages including one photo and 3-view drawing. "Racing Notebook" 9 pages including 18 photos (Hansen Baby Bullet to Jamieson). "In Pursuit of Model Realism" 6 pages including 8

photos on practical tips on scratch building detailed models of a F2B-1 and F3B-1 in 1/32 scale. "The Pre-1946 U.S. Civil Register Project" 8 pages on what is available at the NASM. "Details - Sikorsky S-38 (Army C-6A & USN PS/RS)" 5 pages with 6 photos of details.

Russian Abstracts

AeroPlan #11: Northrop F-5 Plane & Model; Bombs & Missiles of the Luftwaffe; MiG-21-93; Vickers Wellington; Eino Ilmari Juutilainen; Morane Saulnier; Soviet Colors and Camouflage. 40 pages (8 color), 37 photos (15 color), 39 drawings (F-5A/B/C/D/E, CF-5A, Wellington)
Soviet Aces: P-39Q/N/K; MiG-3, I-16 Type 18/24, Lagg-3, Yak-1M/3/7/9/9B/9U/9D/9T, P-40K/E, Spitfire IX, La-5F/5FN/7. 40 pages (8 color), 18 photos, 38 color side-view drawings.
Vestnik Vozdushnogo Flota (Air Fleet Bulletin) #3 1995: What will Russia fly in XXI century; In Altay Sky; Lieutenant Sveta is familiarizing the fighter; Alma mater of Russian navigators; Combat helicopters Ka-52; Made in Novosibirsk; MAKs-95 is a shop window of Russian aerospace industry; Baikonur 40 years later; Middle East Lesson; Flying submarine; L-610G; Accidents; News; Poster Ka-52. Full color. 64 pages, 118 color photos (MiG-15/-21/21U/-29/-31, Su-7/7UB/-24M/-25T, Su-25UTG/-27/-34, Tu-134UBL/-134SH/-95MS, An-38/-124, Ka-26/-27/-31, Su-32A/-32A1/-32A2/-50/-52/-126/-137/-226, Mi-28, I-16). 8 drawings, 2 color side-view drawings (Ka-52 & Yak-3).
Vestnik Vozdushnogo Flota (Air Fleet Bulletin) #4 1995 Annotated articles in English: Will Sukhoi Design Bureau be brought to the pawn shop?; Aviation ball at the Far East; Guillotine for aircraft; How to keep the sky for the pilots: Mi-28; Mil helicopters; MiGs will carry passengers; Accidents; News; Poster Mi-28N. Full color. 64 pages, 98 color photos (Il-38/-78MF/-114, Tu-22/-142/-160, Su-25TM/-25UTG/-27IB/-30/-32FN/-35, Mi-2/-6/-8/-10/-12/-14/-24/-26/-28/-28N/-34/-38,

Ka-27/-31. M-4, 3MS-2, Tu-134UBL, An-74). 8 drawings. one color side-view drawing (Mi-28N).
 ? : Farman-IV; AIR-1; DH-60 Gipsy Moth; S-4 Burevestnik; U-1; U-2 (Po-2); G-5; AIR-3; AIR-7; S-6B; UT-1; UT-2; Yak-11/-18/-18A/-18U/-18T/-18P; Yak-18PM/-20/-30/-50/-52; L-29; TS-11; Z-50L; Z-526AFS; Akrostar; BD-5J; F8F-2 Bearcat, etc. 71 pages, 22 color drawings, 39 color side-view drawings.
MiG Flugzeuge: MiG-1 I-61/I-200; MiG-3; MiG-5 (DIS-200); I-211 (Je); I-220 (A); MiG-11; I-221 (2A) MiG 7; I-222 (3A) MiG-7; I-224 (4A) MiG-II; I-225 (5A); I-230 (D) MiG-3D; MiG-7/MiG-13; I-25 (N); MiG-8 Utk; MiG-9 (FR); I-270 (Sh); MiG-15 (S); MiG-15 (SP-1); MiG-15Pbis (SP-5); MiG-15bis (SD); MiG15bis (ISch); MiG-15UTI (ST); I-320 (R); MiG-17 (SI); MiG-17 (SP-2); MiG-17 (SN); MiG-19 version; SM-12PM; SM-12PMU; I-75F; Je-150 (Je-166); Je-152: MiG-21 version; MiG-23 version; MiG-23 UWP; MiG-25 (Je-166); Je-266M; MiG-25U (Je-133); MiG-27; MiG-29; MiG-31. 196 pages, 121 b/w photos, 174 drawings (24 color), 40 color side-view drawings.
MiG-25: 54 pages (2 color), 122 photos (9 color), 2 pages drawings. Supplement: 4 pages of drawings A3 format - MiG-25P & MiG-25RBV.
Avia Panorama Nov-Dec 1996: Gelendzhik 1996 - First International Hydroaviation Show; Nizhny Novgorod Fair; Two Worlds of Farnborough; Russia's Position on the World's Warplane Market; Prospects for Civil Aircraft Sale Unclear; Tupolev Airliners in Iran; the Sea Start Rocketry-Space System; Yak-130 and Aeromacchi Enter the Market together; su-37 Fighter: The Best in Air Combat;

Tu-34 & Tu-54 Light Aircraft; Aerial Rescue service. Moscow Experiment; Mir Space Station: Ten Years in Orbit; 80th Anniversary of Russian Naval Aviation (Tu-142m, Su-27k, Ka-29, Su-25UTG): Ground-to-Air missile "400" (USSR 1955). full color, 72 pages, 103 photos, 11 drawings. poster: Su-37.
Avia Panorama Jan-Feb 1997: Ka-52 "Alligator"; Russia is Still the Strategic Partner of India; Asian Market is the Largest for Sukhoi Design Bureau; Ilyushin Aircraft: More Functional Capabilities: Tu-144II; Wings for the Border Guards: An-2. Mi-2. Yak-18t, Sm-92p; EMERICOM; Industry of Rescue and Help: Mi-8, Mi-26, etc.; Flying Control Post; Missiles for the War that Never Started: "V-300" (USSR 1952). full color. 72 pages, 135 photos, 5 drawings.
P-39: P-39D-I/D-2 & P-400. 48 pages (24 color), 24 photos, 36 drawings (13 color). 8 color side-view drawings (6 USSR, 2 USA).
Modern Russian Carrier-Based Aviation. M-5; KOR-2; Yak-36/38/141; T-10K-3 (Su-27); su-25UTG/27K/33; Ka-25/27PS; Ka-31; MiG-29K; Mi-14. full color. 64 pages, 101 photos, 8 drawings. color 3-view drawings: T-10K-2 (Su-27k), Su-25utg, MiG-29k, Mi-14.
German Naval Aviation 1939-1945. Torpedobomber. 40 pages (8 color), 41 photos, 8 pages drawings (Ju-88A, He-111H-6). 22 color side-view drawings. **Tu-4/B-29.** 80 pages (4 color), 92 photos (3 color), 74 drawings, 6 color side-view drawings.

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"My T-6 book for Specialty Press in their WarBird Tech series should be released shortly, and I am hard at work on a much larger book on the NA-16/AT-6/SNJ/Harvard series in Latin America. In that connection, I would like to appeal to SAFO readers once again for photos of genuine Peruvian and Nicaraguan Air Force in service T-6s, two of my weakest areas of coverage. I should mention that the drawing and camouflage scheme noted in a recent British publication given over to camouflage and markings, purporting to illustrate a Nicaraguan T-6, appears to be a complete and utter fiction."
 Dan Hagedorn (SAFCH #394), PO Box 682, Centreville, VA 20122-0682, USA.

Wild Aircraft of Colombia

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[Author's notes: This article expands on the article by Rodger Eberle which appeared in SAFO #37 by describing the history of the Wild aircraft in service with the Colombian military.]

Military aviation in Colombia began in 1922 with the establishment of the Escuela Militar de Aviación (School of Military Aviation). Problems with the maintenance of the initial equipment, consisting of French Caudron G.III, G.IV, and Nieuport 17, soon led to the closing of the school.

When the Escuela Militar de Aviación was reborn at Madrid (Cundinamarca province) in 1924, the Colombian government contracted for a Swiss mission to assist in developing flight-instruction and maintenance procedures. This mission consisted of Captain Henry Pillichody and mechanics Adolph Rubin and Jules Demareux. Pillichody acted as an instructor for this school and was later named the second commandant of the Aviación Militar Colombiana (Colombian Military Aviation). The contract with the Swiss mission ended 31 July 1931 and was not renewed.

The Wild WT

Since Colombia and Switzerland have a similar topography consisting of plains and tall mountains, the aircraft developed by the Swiss aeronautical industry were well adapted to the needs of the Colombian military. Therefore, it is not surprising that Colombia decided to acquire airplanes from Switzerland.

The first of these aircraft, the Wild WT, arrived in 1924 and their erection was completed in February of 1925. The first flight of a Wild WT in Colombia was made by aircraft No.11 and took place on 24 February of 1925 at the Madrid Military Flying School. Such was the enthusiasm of the instructors and students that, during the first four days, 40 flights were performed. By August the aircraft had accumulated 439 flights, 339 of which were dual control.

These aircraft were used in the training of the students of courses 2 I-A of 1925-26, 3 I-B of 1927-28, and 4 and 5 of 1930. The care lavished on the Wilds was so positive that when a second French mission arrived in 1929, they continued to use the Wilds for training.

The Wilds participated in all of the early aviation events in Colombia: To celebrate the national festivities of 7 August 1927, the first Colombian military air review was held in Bogotá. Three WTs, flown by Captain Edward Gomez, Second Lieutenant [subteniente] Heriberto Gil, and [alferez] Camilo Daza, performed aerial manoeuvres that greatly impressed the public. Another memorable date in which the WTs participated was on 17 December 1930 during an air review at Santa Marta (the oldest permanent settlement in South America) to commemorate the centennial of the death of the great liberator, Simon Bolivar. Of the participating airplanes, three were Wild WT.

After 1600 training flights, aircraft #11 had an accident in 1927 when the Vice-Director of the School, Major Delfin Torres Duran, who just 15 days before had crashed in aircraft #12, landed roughly suffering serious injuries that excluded him from receiving his pilot's grade.

The Wild WTs served at the School until 1931.

The Wild X

In 1926 and 1927, Colombian Military Aviation obtained eight Wild X. These were equipped with a synchronized machine gun for the pilot and a machine gun for the observer. The first three arrived in Colombia on 12 January 1926 and cost \$46,800. These planes were powered by Jupiter engines in place of the Lorraine Dietrich engines. Because of the good performance of these aircraft, another five were purchased a little later. The Wild X were given registrations 101 to 108.

When Charles Lindbergh and his wife visited Colombia in their "Spirit of Saint Louis" on 27 January 1928, their airplane was escorted over Bogotá by two Wild X before landing at the Madrid air base. The two Wild were piloted by Captain Buenaventura Caicedo and Lieutenant Camilo Daza.

The following month, a Wild X piloted by Camilo Daza, was the first Colombian airplane to cross the Cordillera Oriental mountain range to the Llanos (the great plains covering north-eastern Colombia), covering the route Madrid-Villavicencio, and return, without any aid. (See Appendix I.)

On 20 October 1929, four Wild X conducted the first long-range formation flight of the Colombian Air Force when they flew from Madrid to Neiva and back. This event was so exciting that the spectators got out of control and surged over the runway causing the pilot of Wild #105 to alter his landing pattern at the last second and crash into Wild #102 which had already landed. Fortunately no one was injured.

Fifteen months later, Wild #107, crewed by the Mayor (Major) Delfin Duran Torres and Teniente (Lieutenant) Enrique Santamaria Mancini, carried out the first night flight in Colombia. On 12 January 1931, at 9:00 pm, they took off from the air from the air base at Madrid and flew over Bogotá and back. (See Appendix II.)

On 5 March 1931, an Escuadrilla of Wild X composed by the Tenientes Camilo Daza, Andres M. Diaz and Luis F. Gomez, began a long-range flight covering the route Madrid, Bogotá, Sogamoso, Bucaramanga, Cucuta, Arauca, Villavicencio, Bogotá, Madrid. This flight took 21 days. (See Appendix III.)

During the conflict with Peru in 1932, the Wild Xs were refitted with 600 hp Wasp engines and two-bladed metal Hamilton propellers. (See Appendix IX.)

In 1934, in a tragic accident at Madrid air force base, Wild X #105 crashed during a training flight. The director of the School of Aviation, Captain Luis Francisco Gomez Niilo and his pupil, Cuban teniente Ciro Leonard, were both killed.

Appendix I: The First Night Flight in Colombia

The first night flight by the Aviación Militar Colombiana occurred on 12 January 1931. The pilot, Lieutenant Enrique Santamaria Mancini, took off in Wild X #107 from the airfield at Madrid at half past nine in the night, carrying as his student Major Delfin Torres Duran. This event is recorded in the records of the School as follows: "The flight over Bogotá which lasted one hour and fifteen minutes was carried out in perfect conditions. Since the Madrid airfield did not have lights, all the School's cars were used to illuminate the runway along with some lights connected to a long extension connected to an electrical outlet in the main hangar. Also used where some mirrors borrowed from a local casino. During the landing, a

soldier manning a reflector, Arthur Gonzalez Neira, was hit on the leg by the lower wing of the Wild. Because of this accident, all further night flights at the School were suspended until adequate lighting could be provided.

Appendix II: First Flight to the North East of Colombia.

It was in the early 1930s that the *Aviacion Militar Colombiana* began to extend their radius of action to the entire country thus opening up air routes that would permit direct connection of the provinces with the center of the country. Cali, Popayan, Tunja, Sogamoso, Socorro, Bucaramanga, Cucuta, Arauca, and Villavicencio all received the visit from military escuadrillas whose pilots were the objects of enthusiastic official and popular homages.

One of the most ambitious of these flights was made in the month of March 1931. The following excerpts are from the report by the fliers to the School of Military Aviation, Madrid (Cundinamarca) on 11 April 1931:

"Report to the Direction of the School of Military Aviation by Lieutenant Camilo Daza. This report has been elaborated by the three pilots of the escuadrilla by common agreement.

"Personnel pilots and mechanics: Teniente Camilo Daza (commander of the Escuadrilla) and mechanic Roberto Rivas; teniente Luis F. Gomez Nino and mechanic Luis M. Acero; teniente Andres M. Diaz and mechanic Sebastian Restrepo.

"Route: Madrid-Tunja-Sogamoso-Bucaramanga-Cucuta-Arauca-Villavicencio-Madrid. This route was traveled in seven stages:

"(1) Left Madrid on 5 March at 0830. Landed at Tunja the same day at 1010. The total distance traveled was 135 km. According to plans, this stage should have taken one hour and 10 minutes. Because of strong winds, it actually took 30 minutes more. Between Madrid and Choconta the winds blew almost contrary to the path of the airplanes, and between Choconta and Tunja came from the east increasing considerably the drift.

"(2) 7 March. Left from Tunja at 1100 and arrived at Sogamoso at 1135. Flight time: 35 minutes. The route was along the valley of the Chulo river, then follow the highway and the railroad to the northeast. In front of Duitama, we deviated to the right to take the valley of the Grande river, and then the valley of Sogamoso. The distance for this route is 67 km. These valleys are clearly marked by the mountain range that passes to the northwest of Tunja.

"(3) 8 March. The escuadrilla took off from Sogamoso at 1030, but before heading for Charala on the route to Bucaramanga, we flew over Lake Tota (one of the largest lakes in Colombia). On returning, we flew over Sogamoso 40 minutes after we had taken off. Already people were putting back the enclosures that had been moved back to let us take off. If, for any reason, we would have had to return, it would have been very difficult for us to land. The first part of the flight, Sogamoso to Santa Rosa, was easy because the weather clear; between Santa Rosa and Charala we passed over the mountain range at a height of 4000 m in the depression formed by the gulch of Las Animas Creek and the Laguna de Pan de Azucar. On the other side of the mountain range, we encountered fog so thick fog that we couldn't see the ground. It was necessary for us to fly very low to follow Guacha Gulch and then the valley of the Pienta River, passing over the Encino village before arriving over Charala. From there, we headed for San Gil and then, flying at 50 m, or less, to see the ground, we followed the road to Mesa de los

Santos, followed by Piedecuesta and Florida to Bucaramanga where the escuadrilla landed at 1240. The distance traveled between Sogamoso and Bucaramanga, which was increased a little because of the bad visibility, was of 192 km. We were able to cover this distance in one hour and a half, because, from San Gil on, we had favorable winds and our speed increased as descended from the summit of the mountain range until Charala. "9 March was spent testing the motor of #102. Airplanes #104 and #105 were used to give sight-seeing trips to the local governing gentleman and their secretaries, some officials of a commission of the Departmental Assembly, and some ladies of the society.

"10 March. In the afternoon we readied the machines for the next day's flight. In view of the difficulties found between Sogamoso and Bucaramanga and as the weather continued to be very foggy, we sent telegrams to the villages along the route asking that they each place a number of 10-m size in a location visible from the air. The numbers assigned were: Matanza (1), Cachiri (2), Arboledas (3), Salazar (4), Bochalema (5), and Cordoba (6). In the afternoon, the commander of the escuadrilla and the teniente Diaz went up the highway that is being constructed from Bucaramanga to join with the central highway, to La Mariana, 26 km from Bucaramanga and 2200-m above sea level. Their purpose was to dispatch a box of oil for Cucuta and to take some data on the mountain range with the engineers of the highway.

"(4) 11 March. Left Bucaramanga at 0835; arrived at Cucuta at 0925. Flight time: 50 minutes. From Bucaramanga we headed for the boqueron of Bagueche following the valley of the Surata river, leaving a little to the right the village of Matanza, whose number was seen with clarity and, passing Cachiri, marked with the number (2), that was also seen clearly. Once we were in the boqueron, which is very big and unmistakable, we headed for Cucuta, following the valley of the river Arboledas and passing over the village of the same name to find the valley of the Zulia river. This was followed until San Cayetano, leaving on the left the village to deviate a little to the right and arrive to Cucuta. The weather was very foggy on the start from Bucaramanga and remained so the whole distance. Only in the mountain range were we able to clearly distinguish the most elevated peaks clearly. The valley of the Surata river, very narrow and sharp, was so covered with fog that, to maintain direction without stumbling across the hills, it was necessary to fly in very close formation.

"13 March. In the evening, while the pilots and mechanics met with authorities of Pamplona who desired to express their affection and enthusiasm for National Aviation, there occurred an absolutely unexpected a strong wind (vendaval) in the region of Cucuta. So strong was this hurricane that the machine #104 was carried 50 m from place where it had been parked. We had not tied down our aircraft since we were assured by both military and civilians that at this time of the year there were no significant winds in the region of Cucuta. The winds cause damage to the tips of the lower wings of all the aircraft. Fortunately, the damage was repaired without difficulties thanks to the generous aid that was given to us, especially by Mr. Isidoro Duplat, who accompanied the pilots in obtaining the appropriate wood and made available the facilities of his shop.

"(5) 22 March. left the field at Cucuta at 0855 and landed in Arauca at 1210. Flight time: 3 hours, 15 minutes. The distance between Cucuta and Arauca was predicted to take 3 hours; the extra 15 minutes were spent flying over the city of Cucuta after

taking off and over the village of Arauca before landing. From Cucuta we headed for Pamplona, passing to the left of the village of Chinacota and following the valley of the Pamplonita river; at Pamplona we headed for Toledo, and from there for Arauca, following the mountain range of Murillo and over the valley of the Margua river to search for the union of the rivers Oira, Margua, Cairo and Cobaria (Desparramadero del Sarare), where they form the Arauca. The Desparramadero is a point of unmistakable reference. Once over the Arauca river, the escuadrilla followed the riverside so as not to stray over Venezuelan territory.

"(6) 24 March. Left from Arauca at 1015 and arrival at Villavicencio at 1400. Flight time: 3 hours, 45 minutes. Traveled distance: 480 kilometers. The journey was accomplished entirely by navigating with the compass, taking the straight path between Arauca and Villavicencio. We had arranged for towns located near the route to display numbers: Moreno, Pore, Nunchia, El Morro, and Medina being the only ones near the route that have telegraphs. At Moreno we saw the number in the square perfectly and the same in Pore; between the two was seen the small village of Brito. We didn't see the other villages since they remained quite distant of our route.

"(7) 26 March. Left from Villavicencio at 1010. Reached Madrid at 1100. Flight time: 50 minutes. Distance passing by Bogota: 97 kilometers. The route followed the valley of the Negro river between Villavicencio and Caqueza, passing a little on the right of Quetame. Between Caqueza and Bogota we flew over the mountain range, quite tall in this region. Between Villavicencio and Caqueza the visibility was very good since there was no fog and the clouds were very high. Between Caqueza and Bogota the crossing was made a little difficult, because of the clouds that covered the mountain range, which we crossed flying at 4500 m. Upon arriving at Bogota, there it was need through a narrow hole between the clouds and drop quickly down to 3000 m to get below the clouds where the force of the turbulence was surprising."

Appendix IV: The Attempt to Fly a Military "Wild" from the United States to Colombia

The leader of the Swiss mission, Major Pillichody and the Colombia officials, Gomez Nino and Andrew M. Diaz, planned a flight from United States to Colombia in a Wild airplane. The pilot was to be Camilo Daza who arrived in North America at the same time the airplane arrived directly from Switzerland. Daza succeeded in obtain the services of a very able Frenchman and between the two they were able to assembled the airplane. To carry out the intended flight, the aircraft needed supplementary tanks to provide enough fuel for the journey. The wires that help the tanks very tight and Daza feared that vibration would break them, but the airplane worked very well although there was a little loss of visibility because of the position of the extra tanks. The aircraft flew first stage, New York to Philadelphia in good conditions, However, it had taken so long to get permission for flight and the assembly of the aircraft that it was already the season of fog. This became the greatest obstacle causing the delay of the start of the flight waiting for better weather. The some of the airfields that the Americans had put at pilot's disposal were very small. Arriving at one of these fields, those who were waiting on the ground saw the aircraft, but Daza could not find the airstrip. Luckily he sighted a baseball, and since it was customary in Colombia to land on very small fields,

he thought he could land there, and, indeed, he made it very well. However, fate intervened and while he was taxing the airplane, it struck a stake breaking a rib in the lower wing. The damage was not serious and the pilot could have fixed it easily, but suddenly there appeared a truck with orders to pick up the machine and transport it to a nearby base. Two hours later, the pilot found by the roadside empty truck and the airplane which had been thrown into a ravine.

The inexplicable thing is that there had been no traffic accident since the truck was in perfect conditions. On the other hand the aircraft was a total lose. Nobody could explain the what could have happened.

In this foolish way, the flight of Camilo Daza from the United States to Bogota in a Wild was truncated. The pilot tried to find another airplane, but he was ordered to return to Colombia.

[Author's note: Camilo Daza was known as a "plane breaker" because he had crashed a number of planes: the "Cucuta" on the Gaitan Lake, Bogota; one Caudron G-3 presented to him by the government; and at least 2 planes in Santander county.]

Appendix V: Conflict with Peru

At the beginning of the conflict with Peru in September of 1932, Colombian military aviation was poorly prepared. It had of only 16 airplanes, of which 8 were Wild X (3 or 4 of which were under repair). That is to say, 50% of the Colombian military aviation was composed of these amiable and solid Swiss airplanes. Immediately, they were utilized for communications and transport between their base at Madrid to Potosi. As can be appreciate from looking at the map, it is incredible that these airplanes, already very worn out from years of use and in precarious condition of maintenance, safely flew this long route over geography which is difficult today even for modern airplanes with sophisticated navigation equipment. The Wilds couldn't continue beyond Potosi because beyond Potosi airstrips with firm earth didn't exist. It is for this reason that they were relegated to transport and communication missions, leaving the combat missions for the airplanes with floats like the Curtiss Hawk, Junkers, etc. that made use of the wide rivers of the Amazona region. The first flight of a Wild to Potosi was carried out by Captain Ernesto Esguerra and teniente Jose Ignacio Forero in Wild X #106. The Wild X had few flight instruments, their compasses were undependable, their wooden propellers were worn and damaged, and the landing gear lacked brakes so the tail wheel had been replaced by a tail skid. As if this were not troubles enough, to start the worn out Bristol Jupiter engines, it was necessary to use an inconvenient apparatus in shape of metallic tripod almost 3 m in height on top of which went a rubber cable which was fastened to the propeller. This apparatus, called "Demarre", had to be carried below the fuselage or on the wings.

Following the route Madrid-Flandes-Neiva-Altamira-Corinto-Potosi, the Wilds maintained a modest, but very effective, air bridge. They transported air mail, ammunition, construction materials, usually at the maximum load. Before the flight, the pilot would calculate the excess load by estimating the amount of curvature in the fuselage of the long suffering Wilds! These were heroic times and the most admirable trait was that the Wild always arrived at their destination safely, thereby earning the great trust of the pilots.

Appendix VI: Technical Specifications

Wild WT

Maker: Factory Wild Heerbrugg, Switzerland.

Date of Design: 1914.

Date of Arrival in Colombia: 1924.

Dimensions: Span 12.50 m, Length 8.05 m, Height 3.10 m.

Power Plant: Hispano-Suiza (built by Sauer) Model 41-8a "V", 120-150 hp.

Maximum Operational Weight: 2293 lbs; Useful Load: 843 lbs.

Maximum Speed: 92 kts; Cruise Speed: 82 kts.

Endurance: 3 hr 15 min. Range: 260 nautical miles; Ceiling: 14,800 ft.

Wild X

Maker: Factory Wild Heerbrugg, Switzerland.

Date of Design: 1919.

Date of Arrival in Colombia: 1926.

Dimensions: Span 13.50 m, Length 9.07 m, Height 3.25 m.

Power Plant: Bristol Jupiter, 550 hp.

Maximum Operational Weight: 4350 lbs; Useful Load: 1935 lbs.

Maximum Speed: 105 kts; Cruise Speed: 96 kts.

Endurance: 4 hr 0 min. Range: 430 nautical miles; Ceiling: 16,000 ft.

Appendix VII: Notes on Markings and Colors of Colombian Wild Aircraft

On the page 3 of SAFO #37, it is erroneously mentioned that the Colombian roundel was red, yellow and green. These are the colors of Bolivia. The first Colombian cockade was in the style of French roundel of WWI (red, white, and blue) on both the wings and on the tail. These were carried by the Caudrons G-3 and Nieuports 11. Some time later, they were changed to the Colombian colors (yellow, blue and red). Wilds #12, #13, and #14 carried this type of insignia. According to photographic evidence, #11 didn't carry an insignia for some time. The aircraft numbers, in black, were carried on both sides of the fuselage. The planes were white overall.

According to one photo, #11 had a vertical tail with a shape different from the other Wilds. I could not find any technical description of this detail. All the other three planes had a tail as shown in the drawing.

The external appearance of Wild WT is very similar to the Hafeli HD-3a, with the same power plant and similar performance and dimensions. The main differences are: The wings of Wilds were slightly sweptback (around 2 degrees) while the Hafeli is straight; the ailerons on the Wild are straight while those on the Hafeli had a shape resembling a Taube with a little added tab; tail surfaces were all rounded on the first Wild (#11), but identical on #12 to #14.

The increased span on later Wild planes (#12 to #14) can be seen in the photos, and probably was due to the addition of two ribs on the tip of each one of the four wings that extended the wingspan about one meter, resulting in a wingspan of 13.5 m on these three planes. #11 never received this change, but, in a photo, I could see a power plant modification, with a radial

engine and metallic propeller.

In the beginning, the Wild X carried the cockades with the nine points star only on the upper and lower surfaces of the wings along with the number on the sides of the fuselage. Subsequently, the national shield was added on both fuselage sides in front of the number and the cockade was placed on the tail with the small number over it. The national shield was hand painted, so there is a great variation in size and shape from plane to plane. The nine-point cockade was utilized from 1927 until 1953.

Marco Dini Bruno (SAFCH #1488), Apartado Aereo 3829, Cali, Colombia.

References

1. Forero R., Oscar. "75 Anios en los Cielos Patrios" (75 Years in the Motherland's Heavens)
2. Forero R., Oscar. "Alas Militares Colombianas" (Colombian Military Wings)
3. Forero, Jose Ignacio. "Historia de la Aviacion en Colombia" (History of Aviation in Colombia)
4. Ministerio de Defensa. "Conflicto Arnazonico 1932-1934" (Amazon Conflict 1932-1934), Villegas Editores.
5. "Historia de las Fuerzas Militares Colombianas" (History of the Colombian Military Forces). Editorial Planeta
6. "Revista Aeronautica "

Acknowledgements:

I would like to acknowledge the valuable personal collaboration of My(R) Oscar Forero Racines and Alberto Corradine Mora, without who it would not have been possible to carry out this work.

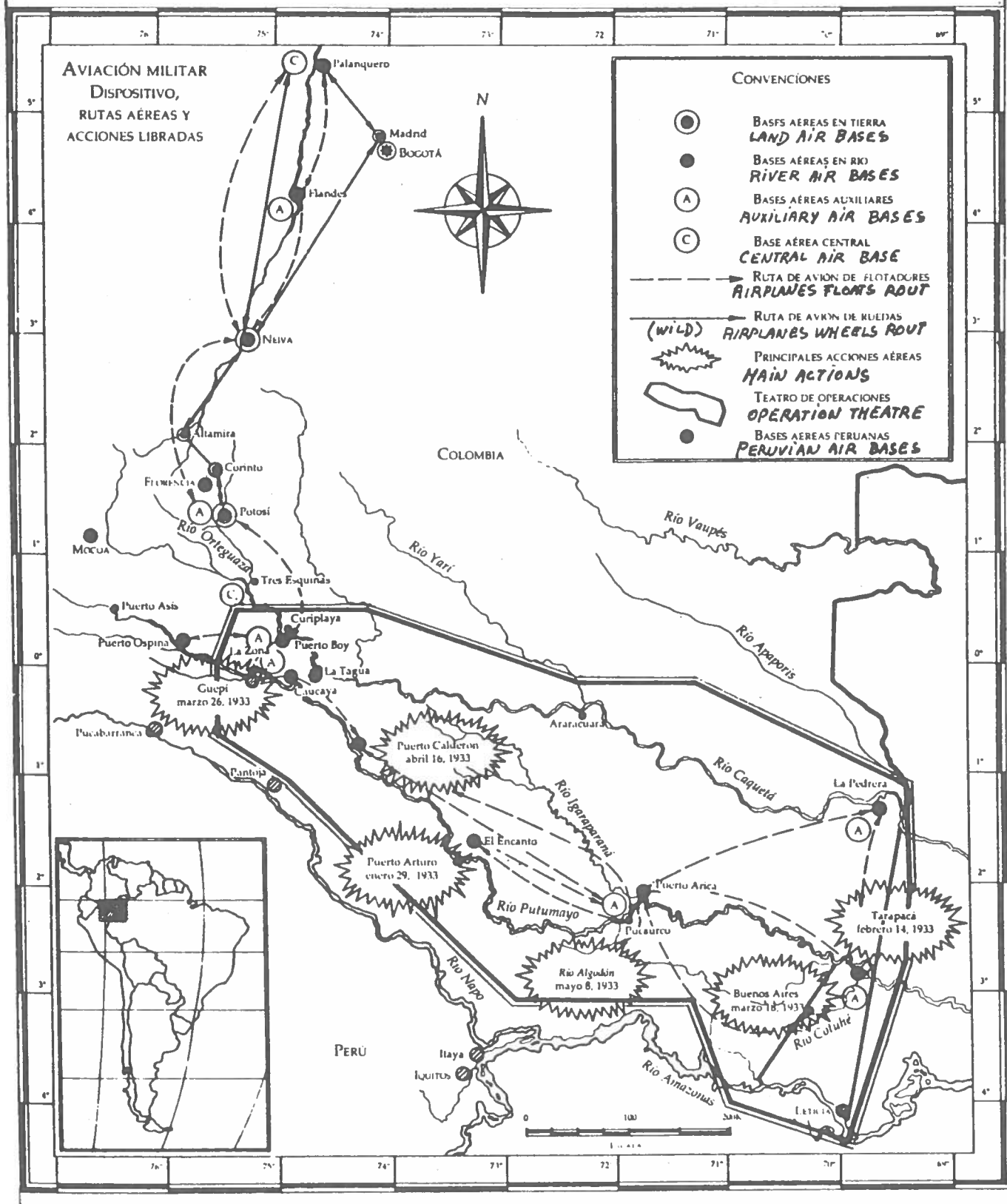
Photo Captions for photos on pages 38 & 71. (All photos via the author)

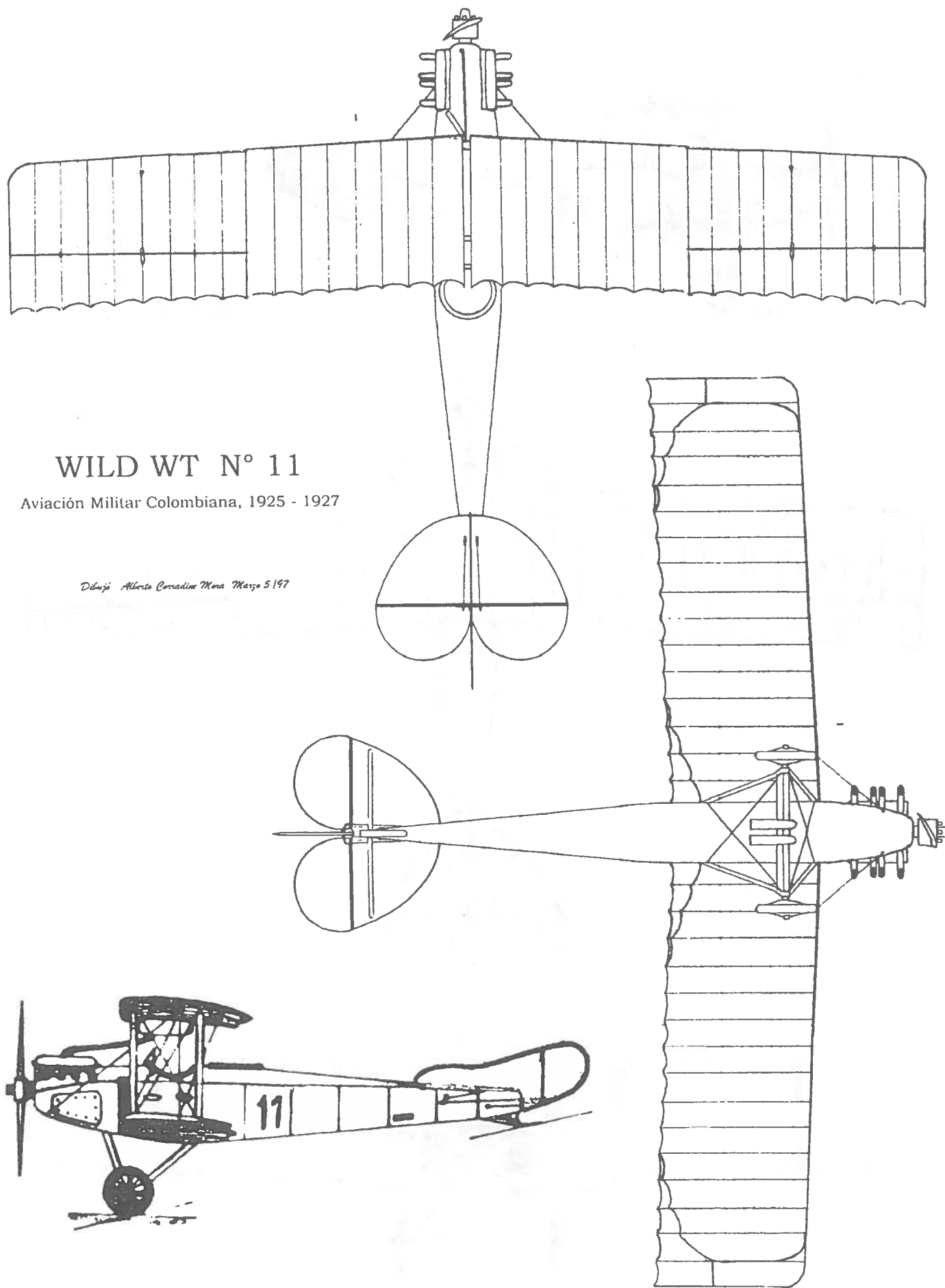
- a. Wild WT #13.
- b. Wild WT #11.
- c. Wild WT. Note that the radiator and nose contour are different from that of the other WT aircraft.
- d. Wild #11 with Major Lievano in the cockpit. Note the space between the upper wing panels and the "ear" type radiator.
- e. Wild WT with Major Abraham Lievano.
- f. Wild WT with major Lievano and other Colombian pilots. Note the round tip on the horizontal stabilizer.
- g. Wild WT with Major Abraham Lievano.
- h. Wild X probably with a Bristol Jupiter engine. This was a Colombian modification.
- i. Wild X.
- j. Wild X #101.
- k. Wild X #102.
- l. Wild X #102.
- m. Wild X #104(?) and #105.
- n. Wild X.
- o. Wild X at Pasto city in southern Colombia.
- p. Wild X with pilots and students.



Escuela de Aviación Militar
Viaje Aéreo Madrid-Arauca-Madrid
Marzo 5-26 de 1931

LA ZONA DE CONFLICTO (CONFLICT ZONE) Colonias Militares y Bases Aéreas Auxiliares en el Teatro de Operaciones

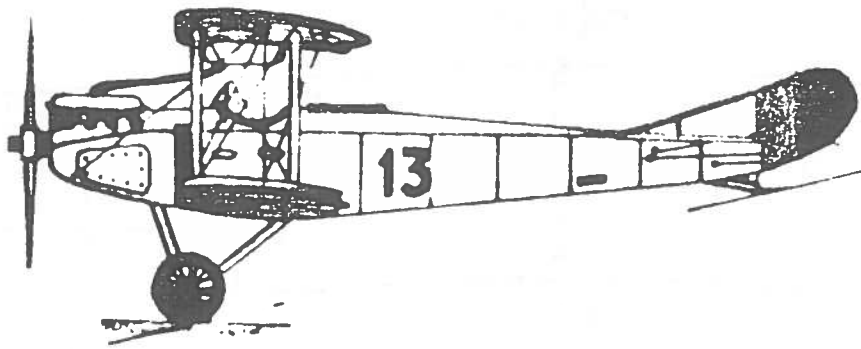




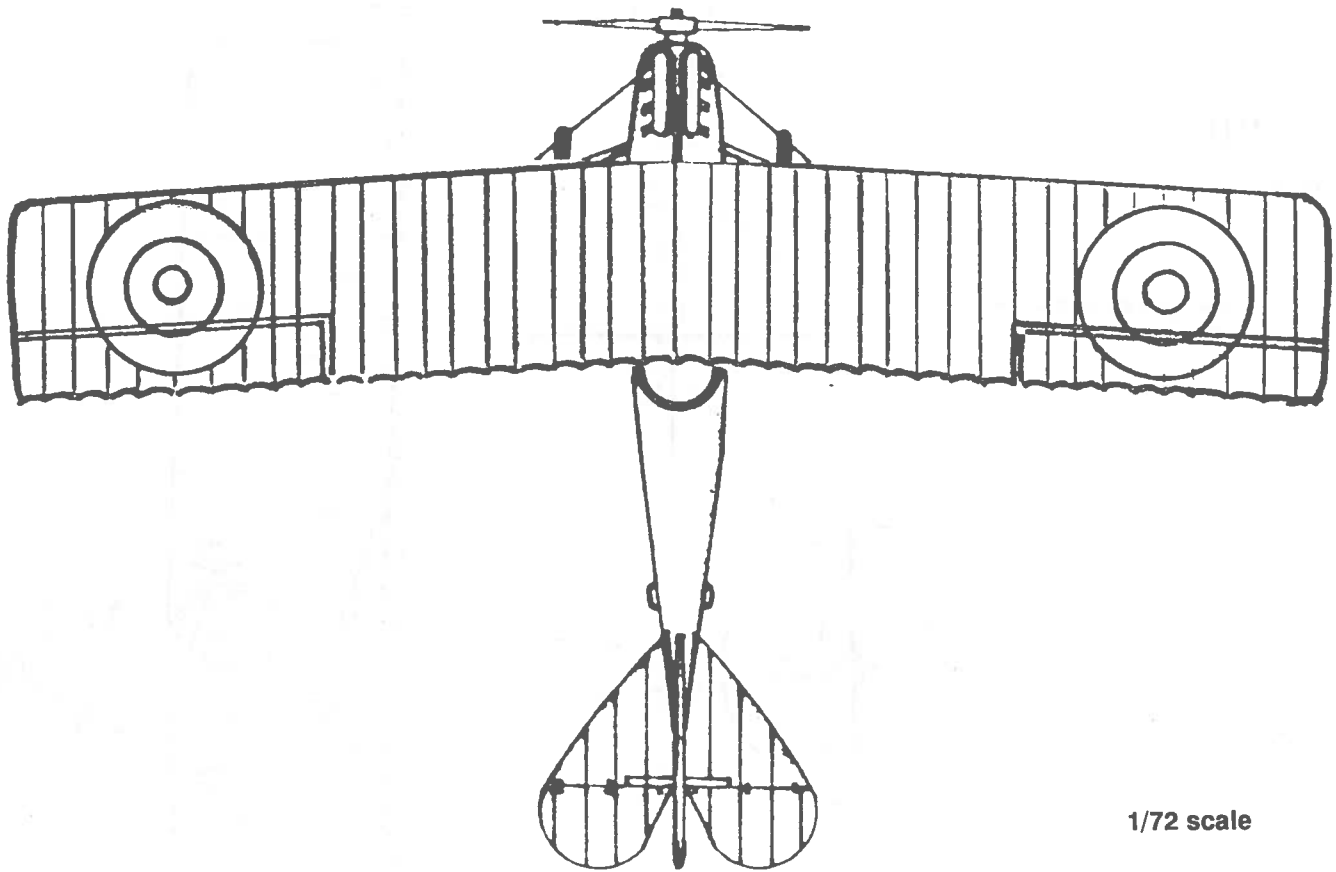
WILD WT N° 11

Aviación Militar Colombiana, 1925 - 1927

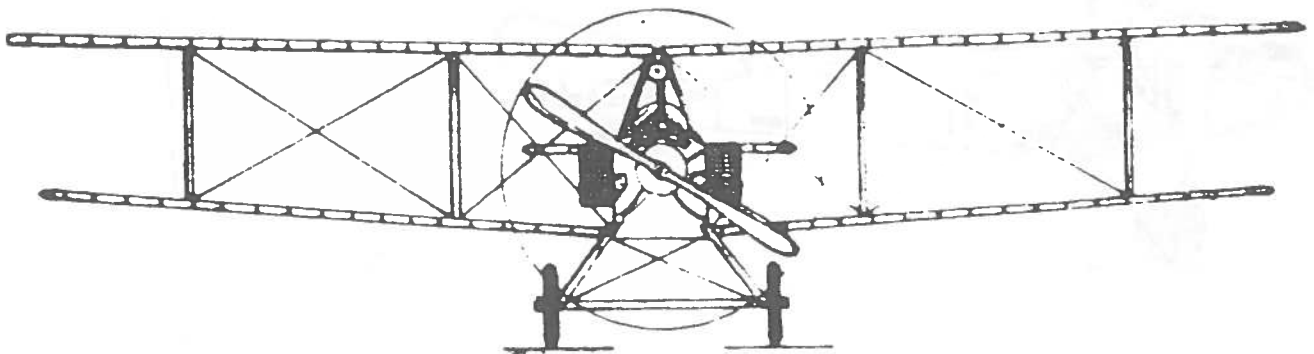
Diseño Alberto Corradine Mora Mayo 5 1927

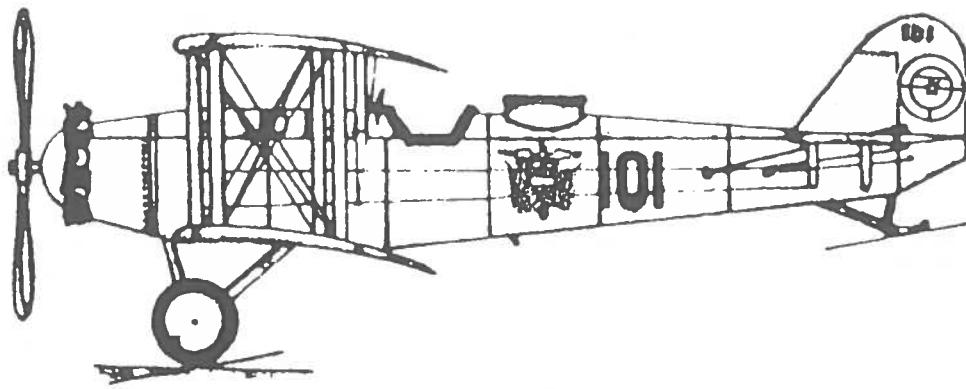


WILD WT



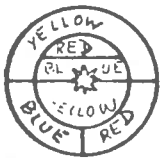
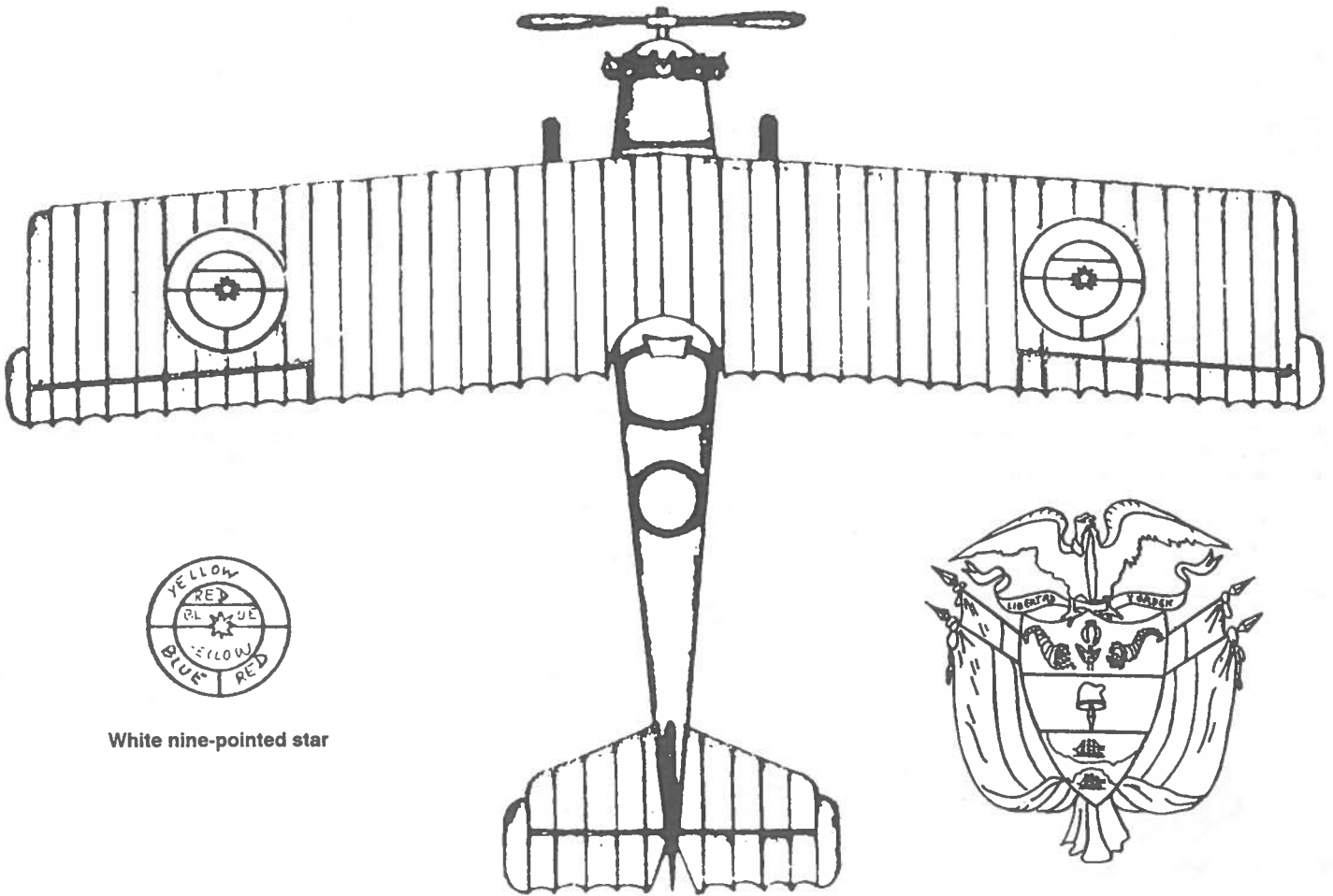
1/72 scale





1/72 scale

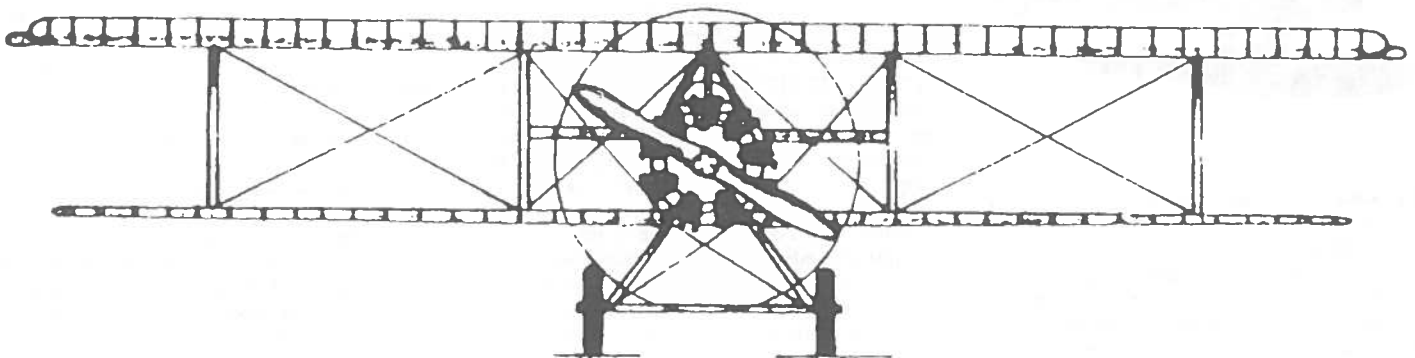
WILD X



White nine-pointed star

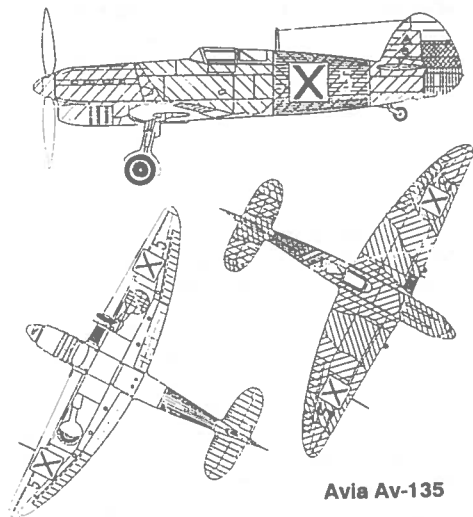


Colombian national shield



green and dark brown over light grey of the Czechoslovak Air Force (the AV 135 never served in the air force of its country of origin), (2) a Bulgarian a/c in RLM 70 and 71 over 65, and (3) 'D-IBPP' in overall RLM 02 with a red band and swastika on the vertical tail. Excellent decals are provided for all three a/c. If you plan to build either the Bulgarian or German a/c, there is one problem: According to the instruction sheet, the Bulgarian and Luftwaffe a/c used different propeller and wheels hubs. The instructions indicate that these are available as alternate parts, but they are not included in the kit.

This is an excellent kit that will be enjoyed by everyone who likes resin-cast kits and will make a handsome companion to a model of the Avia B-35.



Avia Av-135

Vultee P.66 Vanguard, 1/72-scale resin-cast kit. France.

A French SAFO member sent this kit for review. It is engineered in the 'classic' resin style: solid fuselage halves (with a cutout for the cockpit, one-piece wings with no detail in the wheel wells, a separate engine cowl, a wafer of small parts (engine, pilot seat, propeller, wheels, landing gear struts, landing-gear covers, & one-piece tail wheel assembly), and a vacuform canopy. Having said that, the kits is very well cast, with engraved panel lines and reasonably thin trailing edges.

The instruction sheet consist a very nice 1/72-scale drawing copied from a Vultee document (identical

to the one found in Jonathan Thompson's "Vultee Aircraft 1932-1947") and a 3-view tone drawing of the a/c in Chinese markings (copied from Harleyford's "United States Army and Air Force Fighters 1916-1961"). There are no decals. There is no information on construction, but I doubt is anyone who buys this kit would need instructions. The Vultee P-66 is an excellent resin kit kind that should interest the aficionado of resin kits.

F-8 Finback, 1/100-scale injection-molded kit. China.

This is the first a/c kit I've seen come from the People's Republic of China. (A Japanese SAFO members sent it to me; he got from a friend who pick it up while on a trip to China.) The kits is very well molded, but rather basic. The fuselage is split horizontally with the wings and horizontal tail molded integrally with the upper half of the fuselage. The vertical tail, underwing stores (3 drop tanks and 4 air-to-air missiles), and an injection-molded canopy make up the rest of the plastic parts. The basic molding is good; there is no flash and the trailing edges are sharp, but the surface detail consists of a few raised panel lines and raised lines marking the control surfaces. The engine intakes have no backing and the jet exhausts are blanked off. There is no cockpit (I really mean 'no cockpit', not 'no cockpit detail'), the clear canopy is very thick, and there are no wheel wells or landing gear (a stand is provided to display the a/c in a flying attitude). The small decal sheet provides 6 lackluster national insignia. The instruction sheet is in Chinese (but our friend has provided a hand-written translation of the color scheme).

A well-done kit for its type, obviously intended as a desk-top display model. With a lot of work, the serious modeler might be able to turn this into an acceptable companion to Tamyia's superb 1/100-scale jets. Other than collectors, I don't see anyone else interest in this rare kit.

"Have you seen the new Yak-9 kit in 1/48 scale from the ICM company of Ukraine? It looks quite good in the box and 'dry fits' well; it should go together nicely. Any one of three late Yak-9 versions can be built from this kit, and it includes a nice engine. The kit is not quite 'state of the art', but it looks like it will make a very good model, particularly with just that little bit of extra detailing that many modelers, including myself, can't resist. (Now, if only the photo-etch folks would get busy.) The kit includes

a very impressive decal sheet with markings for ten(!) aircraft, including Polish and Yugoslav examples, not to mention bonus numbers and a 'spinner star'. The instructions include the early- and late-war camouflage patterns. I hope this is the beginning of many more similar subjects from this company."

Terrill Clements (SAFCH #1440), 1957 6th Ave. W. #1, Seattle, WA 98119-2870, USA.

Antonov-72P Maritime Patrol Variant. Scale: 1/72 scale. Manufacturer: Experimental Industrial Technologies Plant - JNT STK, 46 Mashinobudivna, 252180 Kiev, Ukraine. Tel: +(38 044) 446-86-82; Fax: +(38 044) 446-64-66.

"As promised, I am enclosing some more details of the An-72P kit I picked up from a Czech source (via New York) about a month ago. The kit is injection-molded in grey plastic with a separate silver sprue for the undercarriage and turbopan blades. The tyres are molded as separate items in black rubber. The kit features approximately 120 parts with lightly raised panel lines and no flash. The interior is well detailed and includes numerous optional-position panels/doors to display the engines, radar, and cabin interior. The way the kit is produced leads one to believe that other variants of the An-72/4 will be forthcoming.

"The decal sheet by Techmod of Poland is excellent. The instructions, however, only offer one version. This is the camouflaged yellow 06 which has been photographed both with red stars and, more recently, the Ukrainian trident shield insignia. The kit box art (and decal sheet) proffers the yellow and blue Ukrainian Flag however, which is confusing. The decal sheet also includes Aeroflot livery and serials plus the hammer and sickle, probably for another boxing of the kit.

"This is an excellent kit and qualitatively is in the same league as Esci's Fokker F-27 from the early nineties. The retail price in central Europe seems to be around US\$38, which is good value for what is a big and detailed model."

Guy Holroyd (SAFCH #1455), 8 Inwood Lane East, Cortlandt Manor, NY 10566, USA.

Announced in the May issues of Avions and Jets are 1/72-scale injection molded kits of the Loire 130 and Latecoere 298 from Azur (France) and Fokker G-1, SB-2 M-130/bis, Seversky P-35A, and Hansa Brandenburg W.29 from MPM (Czech Republic).

-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-accessories-

AeroClub, 1a Baker Avenue, Arnold, Nottingham, NG5 8FW, United Kingdom.

Bristol Pegasus Engine/Cowl, 1/72-scale white-metal and resin kit. E082. Ü2.30.

Bristol Mercury Engine/Cowl, 1/72-scale white-metal and resin kit. E083. Ü2.30.

Bristol Taurus Engine/Cowl, 1/72-scale white-metal and resin kit. E084. Ü2.30.

For years, the "experts" have told us the cowlings in the Frog kits for the Beaufort, Beaufighter, and Blenheim were inaccurate, and, frankly, I tended to agree with them. Now, AeroClub has come out with cowlings for the Bristol Pegasus (Sunderland/Hampden), Mercury (Blenheim/Lysander), and Taurus (Beaufort), and I have a opportunity to see for myself.

The AeroClub kits consists of resin-cast cowlings with integrally-cast engines, and white metal cooling flap and front cowl rings. The Taurus and Pegasus kits also include a white metal "porcupine" exhaust. All casting are sharp and flash free with

good detail. Only one cowl is included in each package.

The cowlings in the Frog Beaufort kit are a disaster; formless blobs with no panel lines and a featureless flair for the cooling flaps. Anything would be better than this, and the AeroClub makes an excellent replacement. I found little to chose between the Frog and AeroClub cowlings for the Blenheim. I do not have a Sunderland or Hampden kit so I cannot comment on the Pegasus cowl.

These three AeroClub cowlings are well done and will not embarrass any model, and the Taurus cowl is a must for anyone doing a Beaufort. Review kits provided by AeroClub.

[Editor's note: the glazing on the forward fuselage of the Beaufort has puzzled me for years; the Frog kit has none, but some photos show glazing on the starboard side while photos of other a/c show no glazing on the port side. I've never found photos of both sides of the same a/c. When the glazing was used, was it only on one side? If someone would do

an article for SAFO on this, particularly for the Australian Beauforts, I could finally finish the Frog kit that I started years ago.]

Liberty V12, 1/72-scale white metal kit. E070. Ü2.30.

Liberty V12, 1/48-scale white metal kit. E423. Ü3.50.

These two kits are nearly identical except for scale. The cylinders and crankcase split vertically to allow detail to be molded on the inner surfaces, and the carburetors and exhaust manifolds are separate items. The 1/48-scale kit provides one choice of exhaust, while the 1/72-scale kit provides two styles of exhausts. Molded in AeroClub's usual style with a minimum of flash and a pit-free surface. No instructions are included, so you may want to dig out some references. Very little work will be needed to add a touch of elegance to any model of a Liberty-powered a/c. Review copy provided by AeroClub, 1a Baker Avenue, Arnold, Nottingham, NG5 8FW, United Kingdom.

Cutting Edge Decals, Meteor Productions, PO Box 3956, Merrifield, VA 22116, USA.
<http://www.meteorprod.com>.

David Klaus of Meteor Productions has just released a whole bunch of new decals sets under the Cutting Edge Decals label. All 1/72-scale decals sheets are in a standard size of 4 inch by 5.5 inch. Printing, colors, and registration are top notch. Two of these sets will be of great interest to small-air-force modelers, but they all deserve your attention regardless of your modeling predilection. All sets are available in both 1/48-scale and 1/72-scale, but only the 1/72-scale versions are reviewed here. I assume, from past experience with Cutting Edge decals, that the 1/48-scale sheets are identical except for size.

Sea Kings #1, CED48008 \$7.98; CED72008 \$6.98. This set provides the decals for four Seakings: (1) HAS.5 XV647 '820' of 771 Sq. Royal Navy at RNAS Culdrose, 1993; (2) Mk.43 '069' of 330 Sq. Royal Norwegian AF, Bodo, Norway, 1974; (3) CHSS-2 '4001' of HS-50 Royal Canadian Navy, Shearwater, Nova Scotia, Canada, 1964, and (4) SH-3A BuNo 149917 'AT/50', HS-5, USS Lake Champlain, 1963. The instruction sheet consists of a page of color side-view drawings (with scrap views of underside and nose markings) and a page of text consisting of notes on the modifications and additions needed to model each specific aircraft, a cross-reference to FS595 colors, related conversion sets (the 1/72-scale kits need only minor additions, but the 1/48-scale Hasegawa kits will need some major changes), and a great set of references.

This set is recommended to anyone planning to add a Norwegian or Canadian Seaking to their helicopter collection.

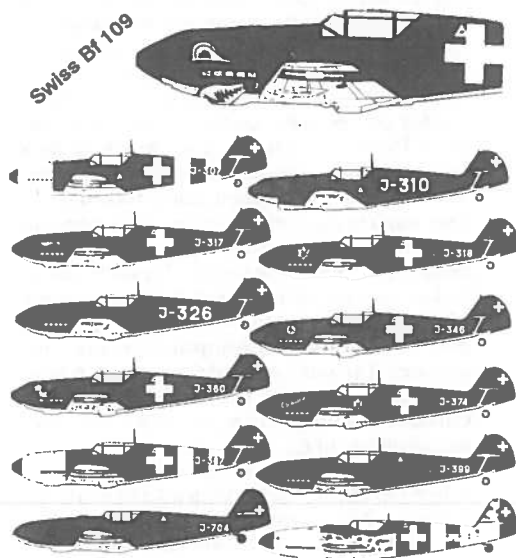
P-39 Airacobra #1, 1/72-scale decals. CED48035 \$7.97; CED72035 \$6.98. Five a/c are covered: (1) P-39F, 36 FS, 8 FG, New Guinea, August 1943. This is the famous 'Air A Cutie' with the life-size nudes on both sides of the nose, two versions; (2) P-39D-1 of Lt. Erickson, 35 FS, 8 FG, Milne Bay, 1942, 'death riding a bomb' personal insignia; (3) P-30K-1 of Lt. McDonough, 40 FS, 35 FG, New Guinea, 6 February 1943, angelic Donald Duck personal insignia; (4) P-39D-1 of Lt. Leder, 35 FS, 8 FG, Milne Bay, 1942, 'death-head' personal insignia; and (5) P-400, 80 FS, 8 FG, Milne Bay, 1942, sharkmouth. The instruction sheets consists of a page of color side-view drawings, notes on specific aircraft, FS595 color references, and a bibliography. The underwing 'US ARMY' lettering is Insignia Blue instead of the usual black; David has been able to confirm that "except for a few early B-25 and P-40 aircraft USAAC aircraft had the lettering in blue". While this set has no small-air-force subjects, don't look for it to appear on the SAFCH Sales List; I'm keeping one for my own use. No, not for the nudes, but because the early campaign in the Pacific is one of my special interests.

Swiss Bf 109s, 1/72-scale decals. CED48040 \$7.98; CED72040 \$6.98. This sets provides serial numbers and unit insignia for 13 Swiss 109s. While there is not enough national insignia for all 13 a/c, there are sufficient for any reasonable collection of Swiss 109s. Aircraft covered: (1) D-1 J-307; (2) D-1 J-310; (3) E-3 J-317; (4) E-3 J-318; (5) E-3 J-326; (6) E-3 J-345; (7) E-3 J-376; (8) E-3 J-360; (9) E-3 J-374; (10) E-3 J-387; (11) E-3 J-399; (12) G-6 J-704; (13) G-6 J711. The highlight if this sheet is the inclusion of unit insignia, all of which virtually unknown to modelers until January 1989 when SAFO published

an article on Swiss 109s.

The instructions consist of one sheet of color side-view drawings of all the a/c and a second sheet outlining the history of Swiss 109 markings, notes on specific a/c, FS595 color references, available conversion sets, references, and a 3-view drawing showing the placement of the multitude of stenciling included on the decal sheet.

This sheet is a must for all small-air-force modelers. The pleasure of building models with these decals will be greatly enhanced for those who had the foresight to obtain the book, "The Messerschmitt Bf 109 in Swiss Service", by Philippe Osche, before it went out of print.



A couple of sheets from Cutting Edge Decals with a different emphasis are late war blue and brown fighter codes. "Recent evidence unearthed by eminent Luftwaffe experts proves that brown was frequently used as a replacement for red codes, especially in JG 26. The blue codes are for the fourth staffel added late in the war to some fighter geschwaders."

Luftwaffe Late War Codes (Brown), CED48037 \$6.00. CED72037. \$5.00. This sheet contains brown number is a variety of styles which can be used either plain or with a black outline which is provided separately on the decal sheet.

Luftwaffe Late War Codes (Blue), CED48039 \$6.00. CED72039 \$5.00. The same as the brown codes described above but with blue numbers and optional white outlines.

With the next two sheets Cutting Edge Decals introduces a new line of "Scale Color" decals. "These sheets contain highly accurate crosses and swastikas printed in a very dark gray color, thereby killing two birds with one stone: black paint rapidly fades to a dark gray, and colors appear lighter the farther you move from them." (For a detailed discussion of this phenomenon see "The IPMS Color Cross-Reference Guide, available from Meteor Productions.)

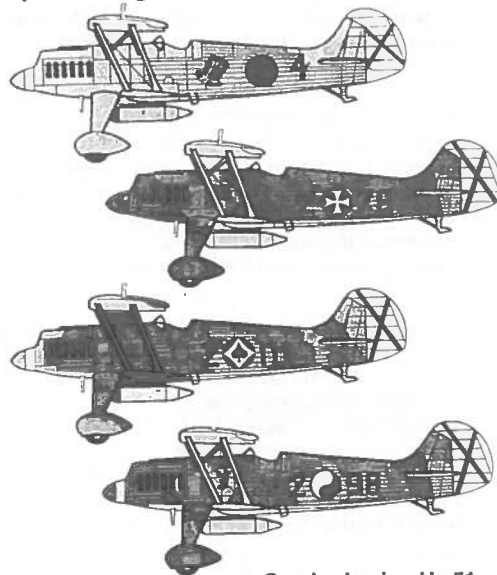
Fw 190A-D National Insignia, CED48038 \$6.00.
CED72038 \$5.00.

Bf 109F/G/K National Insignia, CED48036 \$6.00.
CED73036 \$5.00.

Cutting Edge Decals is promising more subjects in this series, but they give no hint on what they will be.

Classic Decals, 20 Allendale Road, Hoyland, Barnsley, South Yorkshire, S74 9AP, England. Classic Decals, formerly Cockpit Decals, of England begins production of 1/48-scale decals with two very well-researched sheets on aircraft of the Legion Condor. Both sheets measure 12.5 cm by 19.5 cm and are printed entirely in black and white. Included are double black disc national markings, staffel emblem, serial numbers, and personal insignia, as well as black and white stripes to make the St. Andrew's crosses for the wings and rudder. The sheet does not include the various stencils such as Fuel and Oil tank filler marks, Werke Nummers, and Lift Points since these supplied with the kits. The printing is excellent and the registration is perfect. Where these sheets really stand out is the instruction sheet which show the painstaking research that has gone into determining the color schemes. These color schemes described fully, but not dogmatically, and the pilot of each a/c is identified and role in the Legion Condor is outlined. This information is very welcome by the modeler who want to know the background of the aircraft they build.

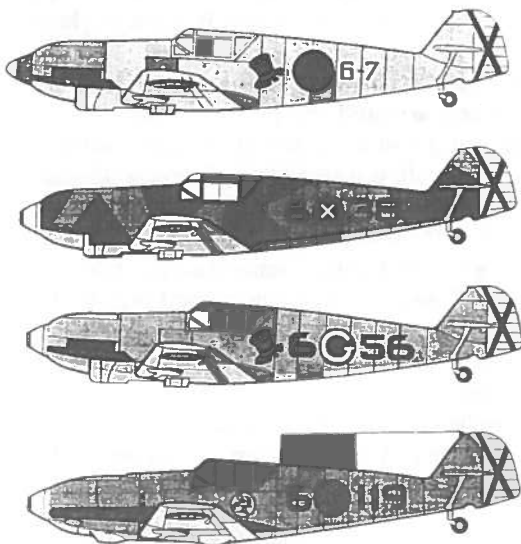
Heinkel He 51; Legion Condor 1936-39. 1/48-scale decals. 48/001. (1) Hans Trautloft's '4' in overall RLM 63 with 'Top Hat' emblem; (2) Harder's '2-64' in non-standard RLM 63 with RLM 61 patches uppersurfaces and RLM 65 undersurfaces with 'Mauabu' emblem and swastika personal insignia; (3) Galland's '2-78' in RLM 61 with 62 and 63 patches uppersurfaces and RLM 65 undersurfaces with 'Mickeymaus' emblem and Maltese Cross personal insignia; (4) Strumpell's '2-98' in traditional splinter pattern camouflage with 'Mickeymaus; emblem and Ying/Yang personal insignia; and (5) d'Elsa's '2-111' in RLM 63 sprayed patches of RLM 61 or 71 and RLM 65 undersurfaces with Pik As personal insignia.



Condor Legion He 51

Messerschmitt Bf 109, Jagdgruppe 88; Condor Legion 1936-39. 48/002. (1) Flegel's B-1 '6-7' in overall RLM 63 with 'Top Hat' Staffel emblem; (2) Terry's B-2 '6-38' in splinter camouflage with 'X' Staffel emblem; (3) Grabmann's D '6-56' in RLM 63 over RLM 65 with 'Top Hat' Staffel emblem and "G" personal insignia; (5) Molder's D '6-79' in RLM 63 over RLM 65 with 'Top Hat' Staffel emblem and 'Luchs' legend; and (5) Reents' E-1 '6-119' in RLM 02 over RLM 65 with the 'Holzauge' Staffel emblem.

Both these sheets are highly recommend to all 1/48-scale modeler wishing to add aircraft of the Spanish Civil War to their collection. The modeler of 1/72-scale Spanish Civil War aircraft will want to copy the instruction sheets from their 1/48-scale buddy.



Condor Legion Bf 109

[Editor's note: The May 1997 issue of Quarter Scale Modeller has an excellent article on modeling the Classic Airframes kit of the He-51 and the Hobbycraft Bf 109B using these Classic Decals.]

Marking Collection by Propagteam. This Czech firm has a well-earned reputation for producing fine-quality decals. Now they have come out with a series of decals that includes a booklet of drawings of color schemes with color side-view drawings. This series cover both 1/72- and 1/48-scale subjects. All decal sheets measure 14.5 cm by 21 cm and are well-printed in perfect registration.

Bristol Beaufighter, 1/72-scale decals. #72101. This sheet provides all the national insignia, unit markings, personal insignia, and stencils for six Beaufighters: (1) Mk.VIF, KW147, of the 417th Night Fighter Squadron (12th USAAF) Italy, 8 August 1943. (2) TFX, RD367, 'Pegasus' of 27 Squadron in Burma summer 1945. (3) Mk.IC, T3316, of 272 Squadron at Idak, Egypt. This a/c was lost in combat on 6 September 1941. (4) RAAF Beaufighter A8-124, SK-T, January 1945. (5) TT Mk.10, RD761, at Seletar, Malaya, 16 May 1960. (6) Mk.VIF, V8656/G, of 68 Squadron, flown by Czechoslovak crew when they shot down a Ju-88 on 12 March 1943.

The 8-page instruction sheets includes a color

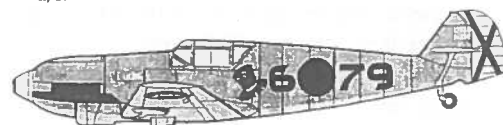
painting of SK-T attacking a Japanese ship with rockets, 5 color side-view drawings, 4-view drawings (port, starboard, top, & bottom) for all 6 a/c, and FS595 color equivalents.

The 1/48-scale decals are similar in format except that no stenciling is included.

MiG-15, 1/48-scale decals. #48103. Markings are provided for 5 a/c: (1) EP-02 of Czechoslovak AF Airbatics Team 1954; (2) 3244 of Czechoslovak 'Ostravsky' Fighter-Bomber Regiment; (3) 5-40 of Albanian; (4) Egyptian AF 1956 with Suez stripes; & (5) 317 of Soviet Far East AF 1955.

Tornado, 1/48-scale decals #48104. (1) GR Mk.1, "The Saint", 16 Squadron RAF; (2) F Mk.3, 2905, Saudi Arabian Royal AF; (3) ECR, 46-35, of 321 Squadron Luftwaffe; (4) IDS, 50-40, of 50th stormo Italian AF.

MiG-21, 1/48-scale decals. #180196. (1) Czechoslovak AF (any one of 8 a/c of the 11.stihaci pluk at Zatec 1990); (2) -21bis, 51, of Hungarian AF; (3) -21PF, 1851, East German AF; (4) -21bis 17,, of Soviet AF; (5) -21PF, 4324, of Vietnam AF. The instruction booklet also contains 9 color photos of interior and exterior details of the Czechoslovak a/c.



WWII Bulgarian Aircraft Nicknames and Type Numbers (when known)

Designation	Nicknames	English Name	Type Number	He-42	Patiza	Duck	Unknown
Aero A-304	Pelican	Pelican	Unknown	He-45	Starkel	Stork	Unknown
Ar-65	Orel	Eagle	Unknown	He-51	Sokol	Falcon	Unknown
Ar-96	Soyka	Jay	7042	He-60	Tulen	Seal	Unknown
Ar-196	Akula	Shark	7096	He-72	Canarzce	Canary	Unknown
Avia B-71	Jerav	Crane	Unknown	He-111	None	None	Unknown
Avia Bs-122	Osa	Wasp	7013	Ju-52/3m	Sowa	Owl	Unknown
Avia B-135	None	None	7035	Ju-87B/G	Stuka	Same	Unknown
Avia B-534	Dogan	Trained Falcon	7037	KB-4	Chuchuliga 2	Lark 2	Unknown
Bf-108	Lebed	Swan	7050	KB-5	Chuchuliga 3	Lark 3	Unknown
Bf-109E/G	Strela	Arrow	7047/7097	K-II	Fazan	Pheasant	7076
Bu-131	Ljastovica	Swallow	Unknown	Letov S-328	Vrana	Crow	Unknown
Bu-181	None	None	Unknown	MB-200	Buhai	Eagle Owl	Unknown
CaB-309	Papagal	Parrot	7079	PZL P-24	Jastre	Hawk	Unknown
D-520	None	None	7236	PZL P43	Chaika	Gull	7139
DAR-3	Garvan	Raven	Unknown	This list is far from complete. If anyone has any corrections and/or additions, please feel free to contact me directly at the address that follows. I'm aware that the type number continued after the war since I have a photograph of a Yak-23 with the aircraft number/type number of 43/7107. Again, these numbers are from scrutinizing the photos in my collection under magnification. Any help is appreciated.			
DAR-9	Sinijer	Titmouse	Unknown				
DAR-10	Bekas	Snipe	Unknown				
Do-II	Prilep	Bat	Unknown				
Do-17	Uragan	Hurricane	Unknown	Saul Garcia, II, 260 Lee Avenue, Brooklyn, NY 11206-5402, USA. Telephone: (718) 834-9216 Evenings. Fax (718) 855-6928, USA.			
Fi-156	Drozd	Thrush	Unknown				
Fw-44	Vrabche	Goldfinch	Unknown				
Fw-56	Komar	Gnat	Unknown				
Fw-58	Galab	Dove	Unknown	254, 258, 277. 17819, 26471, 26480, 34990, 38715; N25625, 33653, 33655; 118529, 120079, 120084, 120102, 138570, 224283, 293111; N120079, 120081; NC19969, 21759; G-AMPZ, AMRA; ST-AAK, AAM. C-84 42-57511. DC-2 AX755. "Balmoral Castle" (serial?)			
Fw-189	Oko	Eye	Unknown				

Polish-Flown Douglas Dakota

[Author's Note: The following Allied Dakotas, DC-3, etc. were flown by Polish personnel during WWII. If anyone can provide photos of these aircraft, please contact me at the address below.]

Mk.I: FD768, 772, 778, 782, 783, 784, 789, 790, 795, 797, 804, 805, 806, 807, 808, 814, 816, 817, 818.
Mk.III: FD824, 826, 828, 829, 830, 831, 832, 833, 840, 842, 845, 847, 852, 859, 866, 869, 870, 874, 888, 893, 898, 902, 919, 923, 939, 940, 946, 961; FL503, 507, 515, 518, 546, 547, 549, 554, 559, 566, 605, 613, 624,

626, 633, 634, 637, 642; FZ549, 554, 631, 633, 646, 693.

Mk.IV: KG317, 332, 334, 373, 392, 436, 446, 475, 477, 495, 499, 502, 510, 531, 532, 540, 545, 559, 583, 609, 619, 624, 631, 633, 637, 642, 646, 649, 651, 652, 656, 662, 666, 668, 669, 703, 707, 712, 723, 726, 729, 732, 738, 770, 782, 805; KK127, 209, 217; KN211, 264, 265, 266, 279, 282, 284, 298, 300, 329, 331, 336, 360, 372, 386, 392, 433, 454, 473, 475, 480, 484, 485, 488, 495, 508, 515, 528, 628, 648, 649, 650, 651, 674, 690, 692, 694, 695; KP208, 210, 220, 233, 248, 249, 251, 252,

Kris Choloniewski (SAFCH #96), ul. Sabaly 21 m 30, 02-174 Warszawa, Poland.

Mystery Mitchell

Jorge Degado

For many years the unmistakable shadow of a B-25 Mitchell could be seen on the edge of the international airport at Guayaquil, Ecuador, slowly deteriorating under the effects of time and weather. As a young lad, I wondered how this aircraft had gotten to Ecuador and my fertile imagination produced stories full of the most incredible adventures. With the passing of the years, the young lad grew up and it was time to go off to the College. While at the University, I never forgot this bomber and when I returned after finishing my studies, the bomber had disappeared from the place it had occupied for so many years. However, it was only a short time before I found it again. It was at the Museum Aeronautic in Quito. It was in different color scheme, but it was definitely the same aircraft that had haunted my youth. I was now possessed with the curiosity to know about its past. I asked many people and inquired in many places, but nobody could give me an answer. Finally it was the visit of my friend, Hugo Hidrovo, who provided me with the clue that allowed me to penetrate the mystery of the Mitchell seriated 44-86866 with US civil registration B-N90692.

I found an article published in the February 1961 issue of the magazine "Vistazo", titled "Contrabadists Americans pretend to

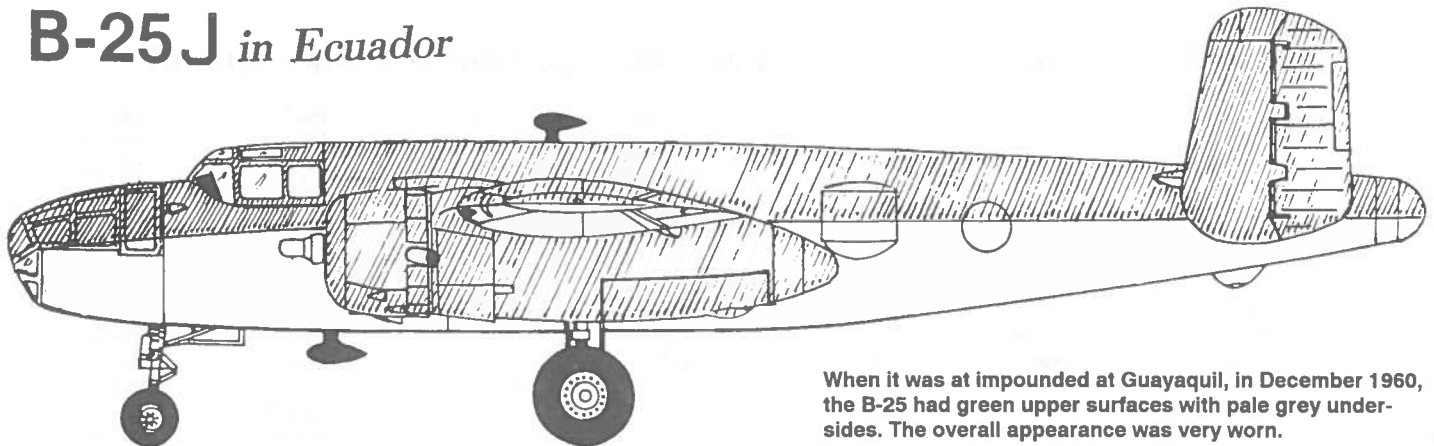
discredit the Country". This article describes how, on 26 December 1960, the said aircraft arrived on a flight from Nassau and landed at our airport. When the pilots, James William Boykens and the copilot Lester Bruce Thorner, could not produce the proper documents, the customs authorities confiscated the plane and its freight and arrested the pilots. Installed in the interior of the plane was a system to refuel the plane without external help; obviously to allow it to operate from clandestine air fields. The upper turret and the tail gun positions were omitted as can be seen in the enclosed drawing.

One month later, Judge Juan Faidutti sentenced the pilots to three years in prison and ordered the plane turned over to the State and the public sale of the confiscated merchandise. After only a couple of months in prison, both pilots escape under mysterious circumstances.

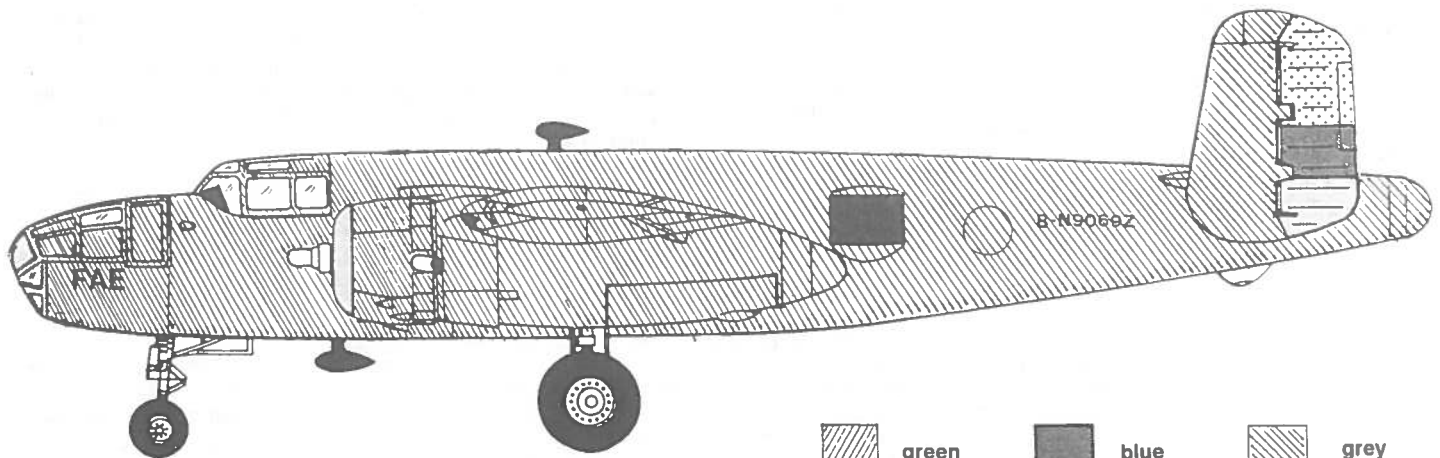
The color schemes applied to this outlaw Mitchell on its arrival in Ecuador and as modified by the museum are shown in the enclosed drawings and photos.

Jorge Delgado (SAFCH #862), Box 2207 URDESA, Guayaquil, Ecuador.

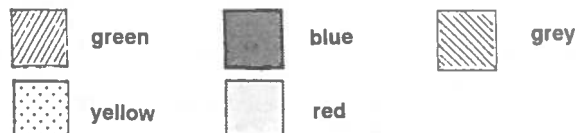
B-25J in Ecuador



When it was at impounded at Guayaquil, in December 1960, the B-25 had green upper surfaces with pale grey undersides. The overall appearance was very worn.



In March 1978, the B-25 was at the Air Force Museum at Quito. The color scheme was now green overall with the nose and the fronts of the engine cowlings painted red.



Mi-8 de Helipet.

Jorge Delgado

With the downfall of the Soviet Union, a great variety of modern civil and military aircraft were dumped on the international market at greatly reduced prices. In Ecuador, one of the petroleum companies that operates in eastern Ecuador purchased a Mil Mi-8.

At the beginning of the conflict with Peru during 1995, many civil aircraft were integrated into the Ecuadorean air reserve to fly supplies to the forces on our southern border. On 1 February, the civil Mi-8 was assigned to transport soldiers, members of the press corps, food, and armament to an advanced base near Tiwinza. This mission initiated from Shell Mera in eastern Ecuador with 18 people on board. The total load on board was 6000 pounds. While this was well below the maximum allowed of 8000 pounds, it consisted of fuel, ammunitions, and grenades. After seemingly endless minutes of flight above the cloud covered forests, they arrived at the base where the temperature rarely goes below 38 degree Centigrade (100 degrees Fahrenheit).

The pilot began a decent to the landing zone which was no more than 200 square meters (50 feet in diameter) When the helicopter was 45 feet above the ground, the Mi-8 rolled violently to one side and struck the ground so hard that one wheel was driven

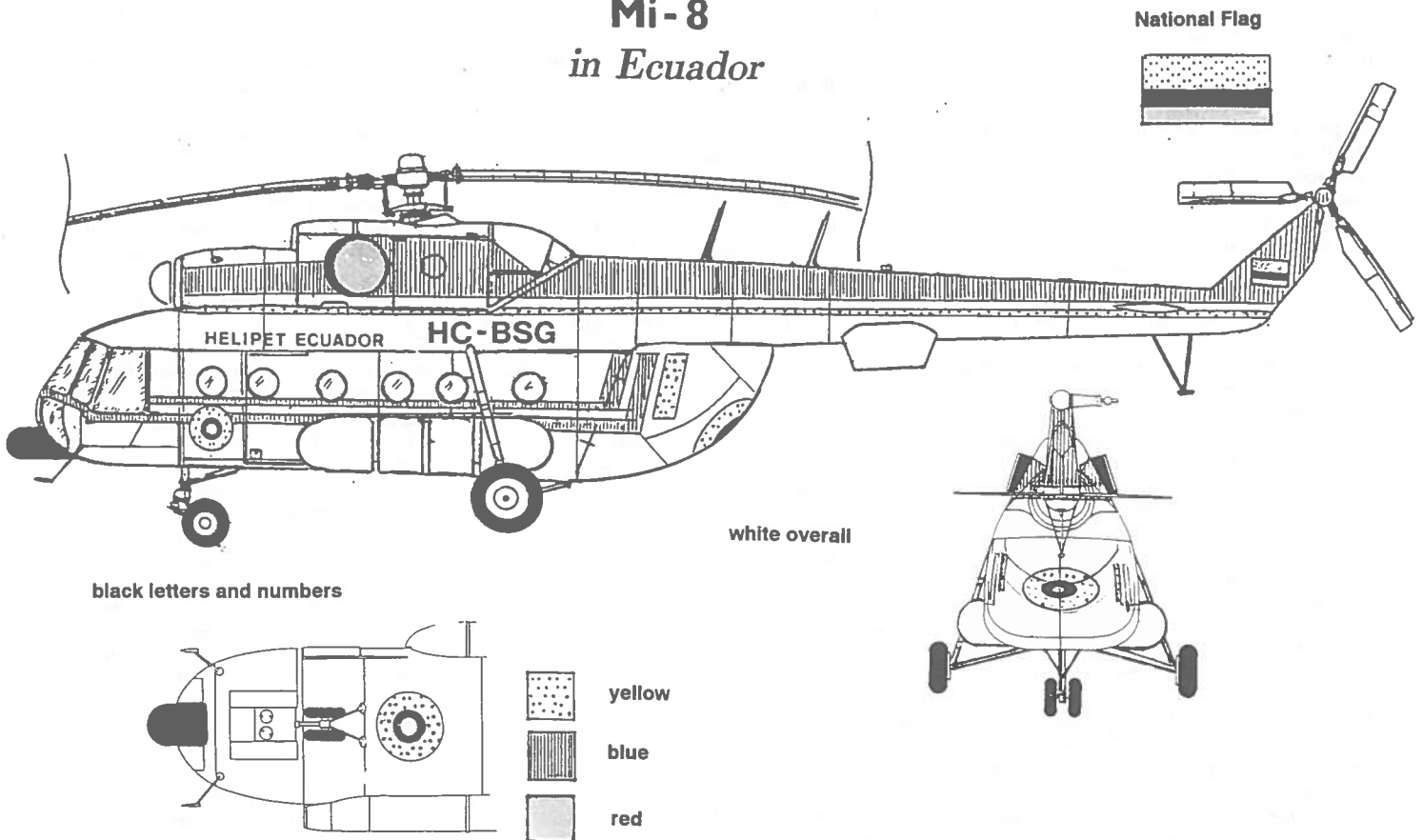
deeply into the mud. After the occupants had hastily evacuated the helicopter, it was determined that the Mi-8 had been hit by a bullet which had penetrated the plexiglass near the pilot's feet, grazed his left hand and passed within 5 cm of the co-pilot's face before exiting through the roof. This bullet had damaged the electrical system and disconnected the automatic pilot causing the pilot to lose control of the aircraft. A subsequent investigation revealed that this bullet was fired by Ecuadorian conscript who had mistaken the Mi-8 for a Peruvian helicopter. (The Peruvian operate the Mi-17 which is almost identical to the Mi-8.) Fortunately, the conscripts gun jammed after one shot was fired.

After making emergency repairs, the Mi-8 returned to Shell Mera where, to avoid future confusion, large Ecuadorian roundels in yellow, blue, and red, were painted on the underside and sides.

The drawings shows this Ecuadorian Mi-8 in its final color scheme.

Jorge Delgado (SAFCH #862), Box 2207 URDESA, Guayaquil, Ecuador.

Mi-8 in Ecuador



Aircraft of the Chaco War 1928-1935, Dan Hagedorn & Antonio L. Sapienza. 144 pages 8.5 inch by 11 inch. Hardbound. 150 photos. Schiffer Military History Book. \$45.00.

The basic cause of the Chaco War goes back to the 1897-1884 War of the Pacific, when a defeated Bolivia ceded to Chile its entire Pacific coast line to become a land-locked country. Seeking an other outlet to the sea, Bolivia turned its attention westward to the Gran Chaco, a vast area of almost sea-level swamps and forests whose great river systems offered an exit to the Atlantic Ocean. But, this region was contested with Paraguay. The steady incursion of Bolivian forces into the Gran Chaco finally led to clashes with Paraguayan forces as early as 1928, but full-scale war did not break out until 1932. There followed a small, but bitter war, that, before it ended in 1935, would claim 100,000 men, mostly from disease, hunger, thirst, and snake bite. (The is a photo of casualties being loaded onto a Paraguayan Travel Air Model 6000 T-9 ambulance were the men appear to be as malnourished as the survivors of the German concentration camps at the end of WWII.

Although a small war by world standards, the Chaco War is of interest to aviation historians because it was the first war in Latin America in which aviation played a significant part. It also fascinates the modeler because of the variety of aircraft used by both sides. Up to now, little has been published in English on this war. One of the authors (ALS) did do a two-part SAFO series on the aircraft of the Chaco War which served as the progenitor of this book.

It seems that any book that SAFCH member Dan Hagedorn has a hand in ends up with a non-traditional organization. In this book, the authors decide to tell their story by first giving a short (17-page) history of the conflict. The details of the aerial conflict are then told in sections devoted to individual aircraft types. The second chapter (49 pages) is devoted to "Bombers, Reconnaissance, and Multi-Purpose Aircraft", the third (25 pages) is devoted to "Fighters and Fighter Bombers", the fourth (40 pages) to "Transports, Ambulances, and Trainers", the fifth (10 pages) to "Things that didn't Happen", and a final chapter (7 pages) to "The Aftermath".

As I started reading this book, I was skeptical about how well this unorthodox organization would work, but as I got further into the book I discovered it worked very well - at least for me. I was surprised to find that, instead of being repetitious, the re-telling of an incident from different points of view (e.g. Paraguayan fighters vs Bolivian bombers) gave me a deeper understanding of the unfolding of events. A straight-forward narration in the usual chronological order might have been easier for the authors, but some how, and I can't explain way, the description of the war from the viewpoints of the individual aircraft types seems to made a greater impact on me than, say, Chris Shore's linear account in "Bloody Shambles". My congratulations to the authors for successful accomplishing what must have been a very difficult job of writing.

The number of aircraft types covered is too great to list them all in this short review. A partial list of the more numerous or unusual types include the Curtiss-Wright Osprey, Curtiss Hawk II, Curtiss 'Cyclone' Falcon, Potez 25, Fiat CR.20bis, Junkers 34ci, Caudron C97, and Fleet Model 2. In all, 44 types, that were in service during the war, are described. In addition, there is a description of the types that were ordered but did not reach the belligerents, including the Curtiss Condor long-range

bomber, and types that were received after the cessation of hostilities, in anticipation of their resumption, including the Caproni Ca 309 Ghibli, Caproni/Bergamaschi AP.1, Breda Ba 25, Fiat CR.32quarters, Curtiss-Wright 19R, and the formidable Ju 86K bomber. Each aircraft is give a number of pages and photos commensurate with its importance in the conflict. For example, the Bolivian Osprey is given 11 pages and 8 photos, the Paraguayan Potez 25 is given 13 pages and 20 photos, the Bolivian Hawk II 7 pages and 6 photos, the Paraguayan Fiat CR.20bis 6 pages and 10 photos, while the DeHaviland DH.60 gets one page with one photo (but a nice one).

There are several 3-view drawings, of unspecified pedigree, which differ greatly in quality. Those of the Osprey, Cyclone Falcon, and Hawk II are fairly well done, those of Wibault 73, Savoia S.52, and Vendance III are acceptable in the absence of other sources, but the few remaining drawings give only a general idea of the configuration of the aircraft. Unfortunately, there are no drawings of camouflage or markings. This should not discourage the avid modeler since he/she will find many interesting schemes in the photos and the authors do discuss colors and markings in text. Particularly tantalizing is the unofficial "star" insignia carried on the wings of some Paraguayan aircraft stationed in the Gran Chaco. These are discussed in the text and faintly shown in a couple of the photos, but I would have appreciated a drawings based on the original photos. This book would have appealed to a much wider audience if it had included a couple of pages of color side-view drawings, although I realized this would have increased to price of the book. A bitter disappointment is the quality of the two maps that appear in the book. One is a map of South American that is completely superfluous. The other, of the Gran Chaco, is absolutely essential to follow the ebb and flow of the battle, but is so poorly done that I could not find most of the places discussed in the text. Surely, it wouldn't have cost that much more to have a map drawn that is coordinated with the text.

Mechanically, the book is very well produced. The high quality glossy paper permits excellent reproduction of the vintage photos, and the sturdy binding and hardbound covers will protect the book during the many reading I suspect the average owner will be giving it.

"Aircraft of the Chaco War 1928-1935" is a book that deserves a place in the library of every self-respecting enthusiast of the small air wars. I rank it second, behind Avions' "Potez 25", on my list of the best small-air-force books of 1997.

Israeli Fighter Aces, by Peter Mersky. 144 pages 8.5 inch by 11 inch. 150 b&w and color photos. Hardbound. Specialty Press, 11481 Kost Dam Rd., North Branch, MN 55056, USA. \$24.95 plus \$4.50 for shipping and handling. Telephone (800) 895-4585.

The Israeli Air Force continues to be of great interest to both aviation historians and modelers. This attention is well deserved from the historical viewpoint since the IAF is, without a doubt, the most successful small air force of all time. For the modeler, the aircraft of the IAF offer a wide range of colorful subjects from WWII Spitfires, Mustangs, and Messerschmitts, to early-generation jet fighters such as the Ouragan and Mystere, to the super-sonic Super Mystere and Mirage/Kfir, to the contemporary F-15 and F-16.

Many books have been written about the IAF's David-and-Goliath struggles with its numerically

superior neighbors with their seemingly inexhaustible supply of Russian aircraft, and everyone agrees that the IAF's successes were founded on the training and spirit of its aircrew. However, SAFCH-member Peter Mersky's book is the first to give an account of the experiences of the individual Israeli aviators.

Peter covers all Israeli-Arab Wars; The War of Independence of 1948; the Suez Crisis of 1956; the Six-Day War of 1967; the War of Attrition of 1967-1970; the Yon Kippur War of 1973; and the Lebanon War of 1982. While the development and activities (such as the attack on the Iraqi nuclear reactor) of the IAF between these conflicts is thoroughly described and the contribution of the IAF in each war is clearly explained, the emphasis is on the men whose skill, bravery, and, often, sacrifice contributed so greatly to the survival of Israel. The dry bones of history are fleshed out by the stories of these airmen; their backgrounds, their training, and their aerial combats, often in their own words.

The chapter titles give a sense of the coverage: (1) In the Beginning, (2) Building the Force, (3) Experience in Combat after Suez, (4) Ace-Maker: The Mirage, (5) Making an Israeli Ace, (6) 1967: IAF Triumphant, (7) The War of Attrition: The Happy Time, (8) The Russians Up the Ante, (9) Buildup to Catastrophe, (10) War on the Holiest Day, (11) Recovering from the Wakeup Call, and (12) New Aircraft, Same Mission. Appendices provide order of Battle for both sides for (A) May 1948, (B) October 1958, (C) June 1967, (D) 1968-70, and (E) October 1973. A final Appendix lists 26 "selected" Israeli aces (5 or more victories) leading with Col. G. with 17 victories. (All aces are given by name except those still flying in active service or in the reserves.) It is interesting to note that the aces obtained their victories in Mirage, Nesher, F-4, F-15, and F-16. Don't be misled by this list; the activities of all Israeli aircraft, not just the fighters, are described in the text. In some sense, the title is misleading since the experiences of many fighter pilots with less than 5 victories are described as well as those of men flying less glamorous planes (on more dangerous missions) such as the Vautour and Skyhawk.

The text is well support with numerous photos, about equally divided between airmen and aircraft, both in b&w and in color, 8 color side-view drawings [Avia S-199, Spitfire, Mirage (2), Nesher, F-4, F-16, & F-15], and 3 excellent maps showing the locations of Israeli and Arab airfields and principle cities. (Publishers, please note that maps add greatly to an understanding of the story. I can't image that an artist would charge so much for drawing good maps that it would significantly increase the price of a book selling for \$25.) There is a short, but informative, "Biographical Essay" that critically reviews all the major published material on the IAF. It also was satisfying to see frequently footnotes to John Hayles SAFO articles on IAF Squadrons.

On the material side, the page are printed on high quality glossy paper with allows for excellent reproduction of the b&w photos. The color photos as do not fair as well, appearing 'washed out', a fault probably not attributable to the printing but to the harsh desert sun; I've encountered this problem on many other color photos from this latitude. The book is sturdily bound between durable hard covers, which is good since I suspect most reader will be referring to book many times.

"Israeli Fighter Aces" is highly recommended to everyone, historian, enthusiast, or modeler, who is

interested in aerial combat and aircraft in the post-WWII era.

A-4P/C Skyhawk, by V. Cettolo, A. Marino, J. Mosquera & J. Nunez Padin. Fuerza Aerea Argentina No. 2. Jorge Nunez Padin, Laspiur 1810, 8000 Bahia Blanca, Argentina.

This is the second in Jorge Nunez' series on the aircraft of the Argentine Air Force. If you're familiar with his earlier series on Argentine Naval aircraft, you're probably expecting this to be first-class publication in the usual format of 40 pages, 23 cm by 16 cm. Well, you're correct as far as size is concerned, but you're in for a big surprise concerning the quality of the publication. Jorge has stepped up to an even higher level of quality. The color photos (20 in all) are reproduced on such high-quality paper that you'll think they came from Kodak. The b&w photos (43 in all) are reproduced on a slightly lower-grade paper, but the quality puts most expensive aviation publications to shame. I have only one small quibble, and this is meant for Jorge's eyes only; the rest of you skip to the next paragraph: When there are four photos per page, the captions are placed within the photos making them hard to read when the black caption falls on the dark parts of the photos. Finally, the quality of the two side-view drawings, something that was a slight disappointment in some of the earlier volumes, is now first class.

You'll probably buy this book just for the photos, but there is still a lot you can get from the text, even if you don't read Spanish. The chapters are: (1) History, (2) Operaciones en Malvinas, (3) Tecnica, and (4) Identification. This last chapter gives the history of each individual aircraft. Let's test your Spanish on this small entry: "C-208 A-4P Skyhawk (msm 11393): Ex USN A-4B BuAer 142139. Recibido en Marzo 1997. Destruido en accion el 12.05.82 por impacto de misil BAe Sea Wolf de la HMS 'Brilliant'. Cayo al mar frente a Puerto Argentino, causando la muerte del Ten. J. Ibarlucea." This publication is recommended to the enthusiast interested in the Falkland/Malvinas Conflict, and it is a must for any modeler building up a collection of small-air-force aircraft with known combat histories. Don't expect to find this one on the SAFCH Sale List until Jorge send me some more; I'm keeping the review copy for myself.

La Bataille d'Angleterre (1ere partie), by Jose Fernandez. Batailles Aeriennes No. 1. Le La Presse, 39 rue Aristide Briand, 62200 Boulogne Sur mer, France. 69 FF.

This is the first of a new series by the same people who bring you Avions, Jets, Hors Serie, and Collection Histoire de l'Aviation. This has got to make the publisher, SAFO member Michel Ledet, the most prolific publisher in the aviation field (outside of Poland?).

Each issue in the Batailles Aeriennes series will be in the standard A-4 format with "82 pages, more than 120 photos, between 20 and 30 color profiles, numerous maps and tables, authoritative text, and short aircraft monographs". This information comes from the order form included in the first issue, and it accurately describes the first issue. What it doesn't mention is that the quality of the photos and color drawings is of the same high standard that we have come to expect from all Avions publications.

The first part of the series on the Battle of Britain is subtitled "La Luftwaffe a l'Assaut de la Grande Bretagne". and cover the period from the fall of France until 4 September 1940. This issue starts with several unusual chapters: "L'Operation Lion

de Mer" contain photos of German preparation for the invasion of England including some ingenious invasion barges, one consisting of two pontoons lashed together and powered by two aero engines driving air propellers. (It seems the English weren't the only ones improving at this time.) The chapter on "Radar" contains a map showing the radar coverage from stations in Great Britain and Northern Ireland and a photo of the radar site at Dover taken by the Germans from the other side of the Channel. A chapter on "Le Sauvetage en Mer" includes many photos and a list of all participating German air/sea rescue aircraft and their fates. The remaining chapter have more convention coverage such as "L'Attaque des Convois", "L'Attaque des Aigles du 8 au 23 Aout 1940", and "La RAF s'Essouffle du 24 aout au 6 Septembre 1940" (Essouffle = breathless.).

Many of the photos, drawn approximately equally from British and German sources, are new to this reviewer, and it is obvious that great care has been taken to chose photos that were taken at the time and place of the events described. The excellent color drawings cover the usual Hurricanes, Spitfires, Messerschmitts, Heinkels, Dorniers, and Junkers. The mini-monographs cover the Ju-87, Hurricane, Bf 110, and Defiant. Maps are numerous and informative.

This is an excellent publication on a subject already crowded with excellent publications (and many not so excellent). However, if you are at all interested in the Battle of Britain, La Bataille d'Angleterre deserves your consideration mainly because of the unique photo coverage.

Mitsubishi Ki-46 Dinah, Glen Ashley. Aircraft in Detail No. 1, Delta Aviation Publishing, 38 Hawksley Ave., Hillsborough, Sheffield S6 2BE, South Yorkshire, England. L7.00 plus postage (UK 50p, Europe 90p, rest of world L1.75).

This is Delta Aviation Publishing's first entry into the now-popular "walk around" format. Aimed directly at the modeler, this 32-page, A-4 size, booklet consists entirely of photos taken at the Aerospace Museum at Cosford, England, of the only remaining Dinah. The photos are very well reproduced on glossy paper.

The book starts with a half-page summary of the design and service history of the Dinah which is then followed by 100+ photos of interior and exterior details. The short captions identify the parts being viewed and, when appropriate, include color information. Unfortunately, no information is provided about the history of the museum example; I think most readers would like to know how this a/c found it ways to Cosford and just how accurate is the restoration.

Initially, I was disappointed to find the cover photo appearing three times, the back cover photo appearing twice (full page), and that the insides of the cover were blank. Then I noticed that the covers are almost exact copies of the first and last pages inside. It appears that the book was originally printed without the cardstock covers and these were added as an after thought. At least, I hope this is the case and that future releases in this series will avoid this. Space is too expensive to waste on blank pages and duplicate photos.

This booklet will be indispensable to anyone planning to superdetail a kit of the Dinah. It is probably not much more expensive than the cost of film and developing if you were to take the photos yourself, and, for most of us, it certainly is a lot less expensive than the cost of a trip to Cosford.

Aviation History Colouring Book; Colours &

Markings Details from the Past Preserved for the Future. Ian Baker continues his unique series of "Colouring Books" with two volumes on RAAF Colours, Markings & Camouflage of 1942 to 1948. Order from Ian K. Baker, 31A Mercer St., Queenscliff, Vic. 3225, Australia.

"The emergency of the European and Pacific wars saw the RAAF grow dramatically from an insignificant air force to the fourth largest in the world at the cessation of hostilities. THOSE EAGLES 1 & 2 comprise one work which looks at the colours and markings of that time. As well as bring in much new material, THOSE EAGLES is intended to expand upon and update information published in earlier parts of the Aviation History Colouring Book series. Book 1 provides the text, and Book 2 provides drawings with detailed captions."

28 Those Eagles 1. With these preliminaries out of the way, I must confess that, although I enjoyed the earlier titles of this series very much, I was prepared to be quite bored by what I expected to be the usual dry presentations of official documents and the pontifications of various experts. Was I wrong! This has to be one of the most enjoyable, not to mention informative, "reads" of the year. This has to be because the writing is lighthearted, but informative - never condescending and never, never officious.

The 20 A-4 size pages of Part 1 are broken into three sections: Part One: 1942-1944; Part Two: 1944-1948; and Part Three: Colour Notes. The first two parts are subdivided into "Colour Schemes", "Roundels & Fin Stripes", "Serials", and "Codes". The third part is subdivided into "Australian Colours" and "Colours from the U.S.". In addition, there are two tables listing squadron code letters and serial prefix numbers and an "appendix" giving the addresses for source of color standards.

Those Eagles 2. As mentioned above, this part consists of drawings and detailed captions. The drawings are a pleasing mix of 3-views and "perspective" drawings. Aircraft covered are Airacobra (P-39F) A53-2, Airacobra (P-39D) A53-13, Anson Mk.I R3530, Catalina (PB2B-2) A24-362, DC 2 A30-12, Hudson III A16-160, Hudson IV A16-117, Hudson IV A16-102, Kittyhawk (P-40E) A29-34, Kittyhawk (P-40N) A29-518, Kittyhawk (P-40N) A29-607, Lincoln Mk.30A A73-29, Mitchell (B-25J) A47-44, Mosquito PR.XVI A52-604, Mustang (P-51D) A68-751, Mustang (P-51D) A68-787, Ryan STM A50-2, S.33 Empire A18-2 & A50-12, Tiger Moth A17-489, Walrus HD812, Wirraway A20-92.

Those Eagles 1 & 2 are highly recommended to anyone interested in the RAAF during WWII. The modeler should not start another model of an RAAF a/c until he/she has read these books. These books are also recommended to anyone interested on how a book about aircraft colors and markings should be written.

Lockheed Hercules Production List 1954-1998, 15th Edition, by Lars Olsson. Send \$15 to the author at: Box 142, S-530 32 Satenas, Sweden. No checks; the bank charge is now \$12.

Lars continues his labor of love with the 15th edition of his Hercules Production List. He writes, "There is so much stuff coming in that I feel obliged to use it. Sometimes I feel caught in a net, but most of the time it is fun." In this edition he brings the production list up to a/c that should be delivered through 1998 as well as updating the histories of individual a/c.

For those who are unfamiliar with the earlier edition of this book, note that this is not a simple production list, but the subsequent history of each

a/c is followed the present time (or to the time of its demise). The aircraft are listed by construction number, but extensive cross references allows the reader to identify the c/n of aircraft used by specific countries or services. To illustrate this procedure in my reviews of earlier editions, I have followed the fate of the Kuwaiti C-130s. However, since there doesn't seem to be much new on these aircraft, I've picked another country that has been in the news lately. Zaire (once more the Congo) received seven C-130s: "c/n 4411 to Zaire AF 7103, 191 Escadrille, Kinshasa, 9T-TCA 7130 (8806); c/n 4416 to Zaire AF 7105, 9T-TCB 7105 (8202 impounded at Milan-Malpensa, Italy; 9410); c/n 4422 to Zaire AF 7107, 9T-TCD (72). Cr. Kisangani, Zaire, 740818; c/n 4569 to Zaire AF 7509, 9T-TCE 7501. Cr 3-engine take-off with max load from Kindu, Zaire, 800914; c/n 4588 to Zaire AF 7504, 9T-TCF 7505 (8806). Impounded at Milan-Malpensa 8202 (8408). In service (8806, 9411 may be converted for mining contact in Papua New Guinea); c/n 4589 to Zaire AF 75/05 9T-TCG 7504. Reregistered 9T-TCC (8806, 9411 may be converted for mining contact in PNG); c/n 4736 to Zaire AF 7705, "9T-TCG" 7705 (8806). Cr near Kinshasa, Zaire. Propeller blade broke off." Now don't you wish somebody did the same thing for your favorite aircraft? Why not you?

Boeing 367/377, by Martin Bach, NARA Verlag, PO Box 1241, D-85388 Allershausen, Germany. 21 x 30 cm, 72 pages, text in German with English captions and summary. Price: DM 27.

"When I was a little boy, in the early 1950s, airplanes were a real fascination and the Boeing Stratocruiser took first place in my affection. Unfortunately, at that time, it was not as common in our skies as were the omnipresent DC-4s, DC-6s, and Connies.

"I recently received this book from SAFCH member Martin Bach and I spent an enjoyable time reading the history of this famous machine. This aircraft, while well known in US service, is not so well known in foreign colors, particularly in Latin American and Africa civil service. All aspects of the career of this epoch-making aircraft are developed, from the project to the monstrous Guppies. A lot of photos, many in color, plus specification for each type, and a production list. An outstanding book. Now, can we hope for an injection-molded kit from Italeri or Academy?"

Daniel Bajno (SAFCH #733), 185 Rue J. de Gouy, 59500 Douai, France.

"I recently received the book **Boeing 367/377** written by fellow SAFCH member Martin Bach. Part 1 describes the Boeing 367 Stratofreighter. It begins with a short history of the development of the aircraft followed by information on USAF C-97 and KC-97 as well as the Spanish KC-97 and the Israeli C-97 and KC-97. This section concludes with the use of surplus USAF Stratofreighters in African relief work. The second part covers the service of the Boeing 377 Stratocruisers with the airlines, and the final part covers the Guppies in service with NASA and Airbus Industries.

"This book contains color drawings, a production list, and more than 100 photos, many in color. A must for everyone interested in the C-97 and KC-97."

Adolf Kienmueller (SAFCH #1463), Prisostrass 21, D-85465 Langenpreising, Germany.

[Editor's note: At the time the above to reviews were received, I had not seen this book. Just a few days later, a copy was received from the author, and

it every bit as good as reported. If you have the slightest interest in the Stratocruiser, Stratofreighter, or the Guppies, this is the book for you. At the current rate of exchange, DM 27.00 converts into about US \$16.00. Be sure to add money for postage.]

A MiG-15 to Freedom, by No Kum-Sok with J. Roger Osterholm. 221 pages, 15 photos, maps. McFarland & Company. 1996.

these are the memoirs of the North-Korean defector who delivered the first MiG-15 jet fighter to the Americans in 1953. It is a fascinating first-hand story of young Lieutenant No Kum-Sok of the North Korean Air Force who elected to defect at the end of the Korean War. The author gives the first public account in English about the life and combat experiences of a fighter regiment in one of the most secret air forces in the world. Born in Japanese-occupied Korea, he recalls how he choose to enter the newly-created North Korean Armed Forces at the end of the 1940s as a young cadet in the Naval Officer School. The war caught him before graduation and he was sent to Manchuria where he was transferred to the Air Force. There, he learned to fly with Chinese and Soviet instructors. Assigned to be a fighter pilot, he received advanced training on YAK-17 UTI trainers before converting to the MiG-15. Several chapters describe combat in 'MiG Alley' from the Communist point of view, the heavy losses suffered by the inexperienced pilots of his regiment, and the Soviet units that fought side by side with the North Koreans and the Chinese. Finally, he explained why he choose to defect to escape a totalitarian regime. The author also recalls how he briefed US test pilots, including the famous Chuck Yeager, during the MiG-15 evaluations in Japan and United States. No Kum-Sok also described the struggle to start a new life in America where he become an aviation engineer working for several famous aviation companies.

This book is recommended to small-air-forces enthusiasts and to all who are interested in the Korean Conflict.

Albert Grandolini (SAFCH #1313), 1 allée des Sorbiers, 93 240 Stains, France.

Phoenix over the Nile, a history of Egyptian Air Power 1932-1994, by Lon Nordeen and David Nicolle. 413 pages, 41 photograph, maps. Smithsonian Institution Press. 1996.

The Middle East has been the scene of numerous conflicts in the last fifty years in which air power played a crucial role. Most of the information that surfaced in the West from these air combat has come from Israel whose Air Force emerged from these wars with an impressively efficient operational record.

Throughout these years, the Arab armed forces and particularly their air forces, and most notably that of Egypt, have been subject to appalling prejudice in Europe and America. The Egyptian Air Force was the target of almost consistently hostile propaganda and even, as stated by the authors, to overtly racist humor in the western media.

For the first time, the authors of this give the 'other side' by presenting a very thoroughly-researched history of the Egyptian Air Force. Lon Nordeen is well acquainted with the air power problems in that area of the world, having published a history of the Israeli Air Force, while David Nicolle has written numerous articles on the Egyptian Air Force in British aviation magazines and he is also the coauthor of the excellent "Spitfire over Israel", a

history of the first Israeli-Arab air war.

The authors unearthed vast unpublished sources, including archives from the Egyptian Air Force Historical Branch, Egyptian publications, declassified reports obtained from US Defense Intelligence Agency, Royal Air Force archives, as well as dozens of interviews with Egyptian Air Force pilots and high ranking officers.

The book gave a balanced account of the Egyptian Air Force performance throughout its history. It describe the difficulties in setting up a native air force in the 1930s over the opposition of the colonial powers, the little-known role played by the 'Neutral' Egyptian Air Force during World War II, and the not-so-bad combat records during the war with Israel in 1948-1949 when the embargoed Egyptian Air Force stood up well against a more experienced and well-equipped Israeli Air Force.

The Suez Crisis saw the destruction of the Egyptian Air Force on the ground by the superior air forces of Israel, Britain, and France. It is a little-known fact that President Nasser deliberately grounded his Air Force in order to avoid high losses among its precious aircrews, saving them to fight another day. Despite an impressive expansion program, the Six Days War surprised the Egyptian Air Force and led to a thorough restructuring. After 1967, greater realism was followed by gradually more success. The War of Attrition and the October War of 1973 gave the Egyptian Air Force its first real chance to show its abilities, as well as its deficiencies. Appalling casualties were suffered, but the Egyptian Air Force did earn the respect of its adversary. The ground attack missions and the interdiction sorties flown deep behind the enemy lines inflicted severe casualties on Israeli ground forces, a fact that Israel just begun to concede.

The book also studies the development of a local aerospace industry and the continuing modernization, from Soviet to West and Chinese equipment. Today, the service stands as one of the best experienced and equipped air forces in the Middle East.

The photos in the book include: DH 60M, Avro 626, Wessex trimotor, Gladiator, P-40 Tomahawk IIA, Anson I, Spitfire LF9, Lysander, Macchi MC-205V, Meteor F4, Vampire FB5, Il-28, MiG-15 bis, MiG-17, MiG17F, Mil Mi-4, Mil Mi-6, Ha-300, MiG-21MF, Su-7BMK, Tu-16, MiG23MS, Shenyang F-6, Xian F-7, Alpha Jet, Tucano, Mirage V, F-16A, F-4E and a Skyeeye Drone. Albert Grandolini (SAFCH #1313), 1 allée des Sorbiers, 93 240 Stains, France.

Aircraft of the Imperial Russian Navy, 1894-1917: Naval Aircraft of Russian Origin, Vol.2, by Andrei Alexandrov, St. Petersburg, Russia. The first of a series of three volumes -an authoritative history of naval aircraft of Russian origin, by Andrei Alexandrov, the leading expert in the field. Mr. Alexandrov spent years of intensive research at the Russian State Naval Archives in St. Petersburg unearthing material on a much neglected subject. The Russian language book of 140 pages is accompanied by a 48 page English translation supplement of the full text, making it a must for those interested in Russian aviation history and modeling. This volume covers naval aircraft and seaplane projects of Anatra, Dux, Ebergard, Lebedev, Meltser, and Russo-Baltic Wagon Works (Sikorsky) Factories. It also details the lesser known Russian manufacturers. A brief history of each company includes the production figures for each factory, as well as important material on many of the key personalities involved.

The book is in a soft bound format, printed on high

quality matt paper of Finnish manufacture, and contains 68 photographs, and a number of line drawings. The print run for Vol.2 is limited, so this may be considered a collectors edition. Vol.2 is now available for £24.95 from The Aviation Bookshop, 656 Holloway Road, London N19 3PD, UK, or Mid-

land Counties Publications, 28 The Hollow, East Shilton, Leicester LE9 7NA, UK.

Vol.1 of the series, to be published in English later this year, will cover the important Shchetenin and Grigorovich designs. Please contact The Aviation Bookshop and/or Midland Counties Publications

for information on orders in quantity and notice of future volumes. Thank you for your kind attention in my effort to assist my friend, Mr. Alexandrov.

August G. Blume (SAFCH #922), 2511 Kerry Lane, Charlottesville, VA. 22901, USA.

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Quarter Scale Modeller, Vol. 2 Issue 2, May 1997. Published quarterly. Subscription from: Quarter Scale Modeler, Athena Books, 34 Imperial Crescent, Town Moor, Dincaster, South Yorkshire, DN2 5BU England. Europe L20.00, rest of World L26.00.

This publication, devoted entirely to the 1/48-scale aircraft modeler, consists of 40 A-4 size pages professionally printed on high-quality glossy paper and saddle stitched. The sturdy covers should take lots of abuse. The articles, at least in the issue at hand, are all on building a specific model, or family of models, and are well written and informative and each article is illustrated with numerous excellently-reproduced photos of the models. Article in the issue at hand are: "Capacious Catalina" (5 pages & 11 photos): building the Revell PB55 as the plane that spotted the Bismark. "MiG Malestrom" (5 pages & 7 photos): this first part in a series on building post-war MiGs covers building the Monogram MiG-15 in Soviet markings and the Tamiya MiG-15 in North Korean markings. [Editor's note: The Tamiya kit includes a beautiful centrifugal jet engine - when are we going to get one in 1/72 scale?] "Accurate Avengers" (4 pages & 7 photos): building the Accurate Miniatures TMF-1C in British East Indies Fleet markings and using the Model Design Construction conversion to model a TBM-3W early-warning-radar a/c. "Eagles over Spain" (6 pages & 11 photos): building the Classic Airframe He-51 and the Hobbycraft Bf-109B in Condor Legion marking using decals by Classic Decals. "Fabulous Felines" (4 pages & 13 photos): review of all 1/48-scale F-14 kits with a description of a common sense approach to weathering. "Mighty Vulcan" (4 pages & 6 photos): building the Aeroclub Vacuform kit. "Mmmmm Betty" (one page & one photo): building the Tamiya Navy Type Attack Bomber, Model 11. The 6-page "Product gen" section consists of short reviews of new products including decals, kits, books, and accessories - everything in 1/48 scale

(except the books).

In summary, QSM is an excellent publication that should appeal to every devotee of quarter scale. The 1/72-scale modeler can also learn a lot from this magazine, but will probably borrow a copy from a 1/48-scale friend.

HPM (Historie a plastikove modelarstvi - History and Plastic Modelling). Published in the Czech Republic. Available from: Condor Models, 3408 S. Harvey Ave., Berwyn, IL, 60402, USA. Phone (708) 484-6815, FAX (708) 484-6074.

Another excellent magazine from the Czechs, in the now-familiar format of 40 A-4 size pages on high-quality paper with lots of color photos and color drawings. Unfortunately, the text is in Czech except for English captions to the photos (but not for the drawings). The coverage is quite eclectic as can be seen by the contents of issue 1/97: "MiGy-23BN v ceskoslovensken a ceskem letectvu" (7 pages, 11 b&w photos, & 10 color photos). "Josef Kiss" (5 pages, 5 photos, table of victories, & 4 color side-view drawings). "Nieco o clenoch 13.letky" (7 pages, 3 photos, & 4 color side-view drawings of Slovak Bf 109s). "Mustangy nad Prahou 1945" (5 pages, 2 photos, & 4 color side-view drawings of Ju-88G & Me-262). "Brazilske fregaty tridy Niteroi" (2 page & one photo of Brazilian frigate). "Partyzanske tanky v Jugoslavii 1941-45" (8 pages, 5 photos, & 4 color side-view drawings of Stuart, AEC Mark II, & T-34 in Yugoslav markings).

HPM is an excellent magazine that should appeal to any modeler whose interests extend beyond aircraft. However, the modeler working exclusively with aircraft will probably find it of peripheral interest.

"Regarding my book on the AVG that was reviewed in SAFO #81: I've been working with the 'printer' to make sure the drawings and photos are reproduced as well as can be expected via

photocopy technology. They had run a batch or two with the drawings too light and the photos too dark - of which the copy I sent to you must have been an example. Subsequently, I caught the error and the results are better now."

Terrill Clements (SAFCH #1440), 1957 6th Ave. W. #1, Seattle, WA 98119-2870, USA.

"I refer to the review 'Recent East European Publications' that appeared in SAFO #81: Being of a European footing, I am not too clear exactly how serious the term 'went into a real tail-spin' is when applied to Aviatysa i kosmonavtika (Aviation and Space). Aik was the official magazine of the Soviet Air Force from 1962 until June 1994. Certainly its delivery to the UK had been 'irregular' from late 1993 on; not surprising given the turmoil in the military forces during this period. From January 1995, the official magazine of the Russian Air Force reappeared as Vestnik Vozdushnogo Flota (Air Fleet Herald), reverting to its title of 1918. This has transformed the magazine from heavily retouched pictures reproduced on strengthened toilet paper, to a first-class high-gloss production with few equals in the West.

"I suspect your reviewer has mistaken the more recent, similarly titled, Aviataya Kosmonavtike (Aviation Space, not Aviation and Space) for a continuation of the earlier Aviataya i kosmonavtika. I have little doubt the choice of the title AK was an opportunistic one. The first issue 1.1994 was actually combined with the previously published AC (issue 2.1994), but this appears to have been a one-off joint venture. AK is published by TsAGI and I'm not sure how they will receive the 'enthusiast format' rating!"

Robert J. Ruffle, Leader, Russian Aviation Research Group, Air-Britain (Historians) Ltd., PO Box 430, Shoreham-by-Sea, West Sussex, BN43 5EB, England.

Aircraft Flown by Polish Airmen in Canada and the UK During WWII and After

[Author's Note: The following aircraft were flown by Polish personnel in the UK and Canada. If anyone can provide photos of these aircraft, please contact me at the address below.]

At Malton

Anson: K8709 (R6), (R7), N5253, N5261 (S1), (S4), R9666 (S5), (S8), W2617 (S9), (S10), 444, (T2), 1046X1C (T4), (T6), M5253 (T9), 3438 (U3), 6007 (U5), 6023, 6037 (V6), 6050 (V10), 6117, 6142 (W3), 6156 (W5), 6170, 6195 (Y3), 6294 (Y9), 6373 (Y10), 6437, 6485, 6487, 6496, 6514, 6517, 6566, 6699, 6703, 6714, 6771, 6836, 6840, 6845, 6889, 7038, 7041, 7043, 7066, 7148, 7230, 7377, 8316, 8637, 8818, 9604, 9856, 9900 (T4).

Blenheim or Bolingbroke: 9970, 9971, 10016, 10052, 10053, 10056.

At Medicine Hat

Harvard: AJ566; FE830, 874; FH101, 105, 106, 110;

2716, 2736, 3130; "K", "O", 3, 5, 7, 10, 16, 17, 22, 23, 25, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 52, 54, 55, 57, 59, 60, 61, 64, 65, 66, 67, 69, 71, 74, 77, 78, 82, 86, 87, 98.

Anson: 7422, 7530.

At Moose Jaw

Harvard: AJ905, 906; BW205; FH105; 3, 4, 9, 11, 12, 14, 20, 22, 24, 26, 27, 29, 36, 38, 41, 45, 48, 51, 52, 53, 58, 62, 64, 65, 68, 69, 75, 78, 82, 85, 88, 89, 90, 91, 94, 96.

At De Winton

Cornell: FJ678, 687, 688, 690; FV258; 10620, 10657, 10663, 10670, 10672, 10675, 10677, 10688, 10691, 10696, 10697, 10744, 10746, 10855, 10856, 10867, 10872, 14394, 14437, 14495, 14496, 14515, 14650, 15004, 15005, 15006, 15010, 15014, 15019, 15020, 15032, 15035, 15312, 15313, 15315.

Mainly out of Dorval

Hudson: BW409.

Liberator: AL504, 512, 523, 528, 529, 590, 592, 593, 614, 627, 635, 653, 671; AM262; BZ718, 748, 851, 860, 863, 865, 890, 907, 965; EV827, 834, 956, 978, 994; EW120, 144, 151, 261, 294; FL908; KG826, 839, 954, 984; KH159, 200, 279, 323, 327, 383; KK246, 303, 315, 320, 378; KL281, 382, 391, 515, 550, 627, 657; KN703, 719, 801, 828; KP145; TW760, 766, 767.

Canadian-built Sabres

Mk.2: 19114, 19165, 19220, 19287, 19298, 19344, 19349, 19355, 19375, 19380, 19397, 19444.

Mk.4: 19459, 19460, 19579, 19617, 19627, 19628, 19631, 19669, 19682, 19684, 19685, 19691.

Mk.5: 23032, 23064, 23125.

Kris Choloniewski (SAFCH #96), ul. Sabaly 21 m 30, 02-174 Warszawa, Poland.

The Shavrov Sh-2 of Irkutsk

Professor Yevgenii Vasil'evich Altunin, Doctor of Historical Sciences

Translated by Gary Hammil

[Author's note: It was not long ago that I read in "Eastern Review", No. 5, 1992, that, during the years of Great Patriotic War, Civil Aviation Factory 403, then known as Aviation Repair Base 403 of the Civil Air Fleet, not only repaired, but also built Sh-2 amphibian aircraft. The article said these were manufactured with the help of a group from the Leningrad Aviation Repair Shop 21 which had been evacuated to Irkutsk.

I immediately turned to the history book by I.I. Kuznetsov, "Eastern Siberia in the Years of the Great Patriotic War", in which he presented a list of enterprises evacuated to Irkutsk. The Leningrad ARB21 is not listed. Therefore, I contacted the author of the newspaper article, Nikolai Geogreivich Federov, who a docent of the Academy of Civil Aviation. I also sought the help of a native of Leningrad, Leona Nikolaevich Kopacha, who remained in Irkutsk and who, not long, retired on pension from factory 403. They helped to shed light on the contribution of the residents of Irkutsk to the path to Victory.]

The Sh2 was designed in 1928 by the famous aviation designer Vadim Borisovich Shavrov. Mark Gallai, the famous testpilot and now a Doctor of Technological Sciences, recalls this aircraft: "There are few who remember that from the 104 men stranded on the ice from the steamship 'Chelyuskin' sunk in Arctic waters, 102 were saved by the actions of two airmen (who later became the first Heroes of the Soviet Union). The Sh-2 of pilot Babushkin and mechanic Valavin was damaged while being unloaded from the sinking ship. They managed to repair their 'Shavruske' and flew out to get help."

The Sh-2 was a marvelous machine which carried two passengers along with its pilot. It found its widest use with commercial fishermen, geologists, and foresters. It caught the fancy of reindeer breeders and was irreplaceable in medical aviation. It was used around the entire country including Siberia and the Far East. Simple to fly, it was able to takeoff from an airports, retract its wheels, and land on small lakes or rivers.

At the beginning of the Finnish campaign, in 1939, this aircraft was urgently required for communications with the troops and for medical flights. Aeroflot gathered all of the Sh-2 still with its various subunits and entrusted the Leningrad Aviation Repair Shop to recondition them for military use. Since the existing aircraft were not numerous to satisfy the demand, the management of the Civil Air Fleet ordered the Repair Shop to produce new aircraft.

A design group was created under the direction of V. Rentel'. Despite the lack of factory drawings, the first new aircraft were produced early in 1940. Also, changes were introduced which improved the performance of the Sh-2.

With the invasion of Russia and the German advance on Leningrad, the majority of workers at the Repair Shop, together with dismantled lofts, jigs, and stockpiles, were loaded onto special trains for evacuation.

L. Kopacha relates, "In August 1941, the special trains set out for the East. They left under bombings. We arrived in Irkutsk in October. At the railway station, we were met with automobiles by Aleksei Mintrofanovich Sukhorukhov, head of the Irkutsk Aviation Repair Base 403. All of the equipment was delivered to the first shop where it was unloaded."

N. Fedorov relates, "Together with me, as the Lead Engineer for developing new technical equipment, arrived the head of the Aviation Repair Depot 21 A.Ya. Gorelov, Senior Engineer S.I. Fulerinov, Lead Designer V.F. Rentel', technician-designer A.P. Alfeev, repair specialist N.A. Sitnikov, and many qualified workers. The majority arrived with their families. The residents of Irkutsk welcomed us warmly. Some of the arrivees were housed in a two-story, wooden-board, planked home, but the majority were housed in the offices of the student training group. In 1943, a large brick house was built for the Leningrad evacuees.

Difficulties in materials acquisition in war time compelled us, once again, to make changes in the design of the aircraft. The metal central plane was changed to wood. We created a special medical version, with an area behind the pilot's cockpit in which to carry stretchers for the wounded. We installed a new M11 motor of 130 horsepower. V.B. Shavrov, flew into Irkutsk and approved all the changes."

L. Kopacha remembers, "After the transfer of the Leningrad Aviation Repair Depot 21 to the staff of the Irkutsk Aviation Repair Base 403, Gorelov and Fulerinov departed by plane to Sverdlovsk. The head of the mechanical shop was given to N.A. Sitnikov, I.S. Gordeev became the head of the joiner's shop (wood), and A.S. Ragushin led the riveting shop. With the exception of the motor, wheels, and propeller, everything was manufactured by in Irkutsk. The wonderful repair specialists with the golden hands were the fathers and sons of Irkutsk: Ukhanov, Vyasimin, Degtyarenko, and Chumakin who had manufactured boats from strips of birch and ash. The first Sh-2 were produced in 1942. At the Repair Base we did not have our own pilots so we appealed to the Irkutsk Aviation Group who assigned us a pilot. The first aircraft was tested by the head of the Eastern Siberian Management of the Civil Air Fleet, Ravel Nikolaevich Chulkov. Test flights were also conducted by Yulian Lyndvigovich Anfisov, later to receive the Order of Lenin.

"As the monitoring (quality control) skilled craftsman, I was involved in all of the test flights of the new aircraft. Normally we took off from the airport (alongside the present day factory 403-GA) and I retracted the landing gear manually. We flew around Irkutsk and then landed on the Angara River above the bridge. Then we took off from the water, I let down the undercarriage manually, and we landed at the airport. If there were no problems, the aircraft was loaded onto a train for shipment to the front lines."

N. Fedorov comments, "Were there troubles? One of the aircraft burned up on takeoff, but, luckily, there were no casualties. It turned out that the fuel line had broken. It was changed to a flexible hose and we had no more trouble. Once, somehow was manufactured a batch of brackets from steel with a thickness of 2 mm instead of the 3 mm specified. We manufactured new ones and changed the old ones on the completed aircraft. Everything turned out safely."

"Thanks to the strenuous efforts of all involved, the Aviation Repair Base exceeded the goals of the government for motor repair and construction of new aircraft. As a result, Irkutsk was named as the Prize Spot in the All Union Socialist Competition

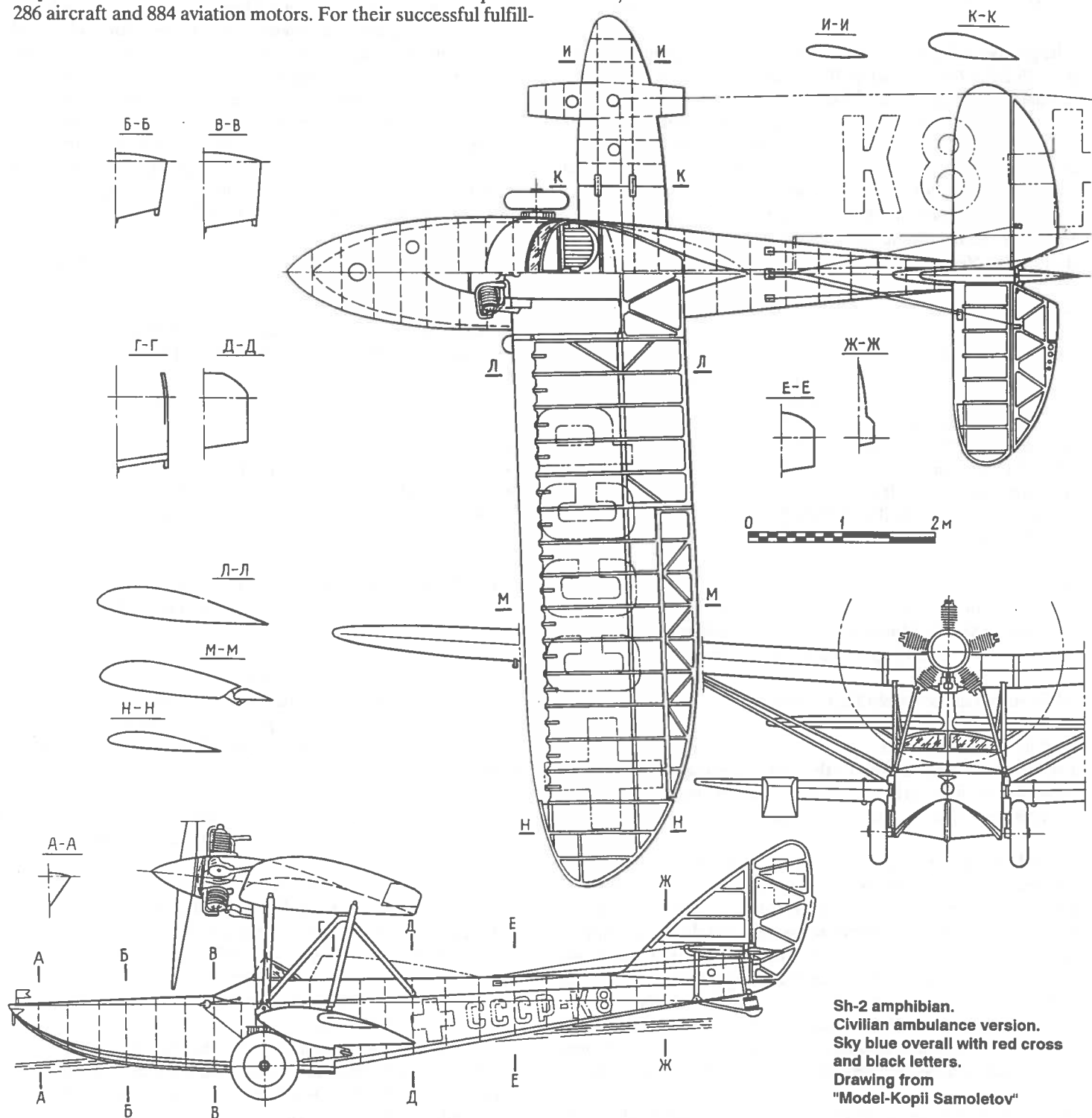
among the repair enterprises of Aeroflot. In 1943, for increased production and exemplary fulfillment of frontline tasks, the "Order of Outstanding Aeroflot Worker" was given to the head of the aircraft assembly shop E.V. Popov, master craftsman of the lathe shop G.V. Kremlev, and the contributions were noted of metalworker-assembler A. Nikhailov and skilled worker of the testing station B. Saburov, along with others. In March 1944, by decree of the office of the Irkutsk town committee VKP(6), the Aviation Repair Base was entered onto the townspeople's Red Plaque of Honor.

In spite of the shortage of specialists, difficulties in material-technical supply, from 1942 to 1945, the workers at the Aviation Repair Base constructed around 150 new aircraft and repaired 286 aircraft and 884 aviation motors. For their successful fulfill-

ment of the government assignment, the head of the Aviation Repair Base 403 of the Civil Air Fleet, A.N. Sukhurokov, was awarded the Order of the Red Star. Foremen Kh.T. Dubinin and F.A. Ol'shanskii were given medals for "Valor of Labor".

Thus, is revealed one of the little known pages of the contribution of Siberians to the destruction of Hitler's Army. The Irkutsk ARB403, which in 1988 celebrated its 60th year, is unique that, during the war years, it was the sole Repair Shop to both repair and to construct new aircraft. After the war, the majority of the Irkutsk Sh2 operated until the end of the 1950s, serving the needs of the economy of the country.

Gary Hammil (SAFCH #1316), 2017 N. Ridgeway, Tucson, AZ 85712, USA.



CONSOLIDATED PBY-6A L-866/8466M

Museum Accession Number 74/AF/789

09 Jul 43: 900 Improved PBY-6A aircraft ordered from the planned Consolidated factory at New Orleans. Not all built.

04 Apr 45: Completed at the new Consolidated Vultee Aircraft Corporation factory at New Orleans for delivery to the United States Navy as part of contract No.259; given the USN serial 63993. This aircraft was the first production PBY6A produced (the final production version) and only the second PBY built at the New Orleans factory, where 235 PBYs were built in total. The aircraft was probably delivered and operated in standard US Navy dark sea blue gloss colours with white lettering.

The prototype PBY-6A flew in January 1945. Consolidated built all 175 PBY-6A aircraft (PB = Patrol bombers; Y = Consolidated built; A = Amphibious) of which 52, including 63993 went to the US Navy; 75 to the United States Army Air Force; and 48 to the Soviet Union under lendlease. 63993 was the first of a batch of 107 aircraft, serials 6399364099. The last US built Catalina, a PBY-6A for the US Navy, was delivered in September 1945. Production PBY-6As carried a pearshaped, pylon mounted radar radome immediately behind the pilot's cockpit and a twin .50 cal m/g ball turret in the nose and a taller fin.

28 Apr 45: Aircraft log book states 'initial flight shakedown', i.e. first flight.

May 45: Awaiting delivery to US Navy.

Jun 45: On US Navy Charge: FAW 14, Pool (Transient Aircraft Unit, Fleet Air Wing 14, San Diego).

Jul 45: VPB (Fleet Patrol Bomber Unit) 100, Fleet Air Wing 8.

26 Aug 45: VPB 71. Log book entry at this time, immediately after the Japanese surrender, records modification and 'Prepared for ferry to forward area'.

09 Nov 45 - Dec 45: Still with VPB 71.

May 47: To Naval Air Station Willow Grove, Pa.

By 1948 only 5 PBYs served front-line in the US Navy fleet with a few more in reserve squadrons; they were quickly supplanted post war by Martin Mariner, Lockheed Neptune and Grumman Albatross aircraft in the patrol and Air-Sea Rescue (ASR) roles.

1953: Stored at Lichtfeld Park, Arizona.

03 Jan 57: Last USN PBY, a -6A of Naval Air Reserve Training Unit at Atlanta, retired.

Feb 57: 63993 was ferried to the Pan American workshops in New Orleans for overhaul for service with the Royal Danish Air Force having flown 1,636 1/4 hours in US Navy Service.

The RDAF began Catalina operations, initially an air survey of Greenland, in June 1947 with six ex Royal Canadian Air Force Canso As, supplemented in 1951 by two ex USN PBY-5As; by 1957 only four of these aircraft remained, and they were supplemented by eight ex USN PBY-6As, delivered to Esk (Squadron) 721 as 82-861 - 868, 63993 becoming RDAF 82-866, deliveries commencing in April 1957. The Danes used their Catalinas on SAR/maritime patrol/light transport duties in the Baltic and Greenland, the main base being at Vaerloese, near Copenhagen, with detachments at Aalborg, Skrydstrop and Sandrestrom.

18 Dec 57: Delivered to RDAF at Vaerloese, and modified by

the Danish Air Force Air Material Command.

21 May 58: Released for service with Esk.721 at Vaerloese, where for some of its service at least it carried the radio call sign OVJBF.

Esk.721 was the RDAF's transport unit, which by the 1960s also operated C-47 Dakotas (until 1982) and C-54 Skymasters. The Catalinas operated from the naval base at Grunnendel in Greenland, making sea landings in the summer, otherwise landing on the ice. The normal crew of a Danish Catalina was eight: two pilots, two engineers, a navigator, radio operator and two observers, plus freight, e.g. food, coal, or dog teams. By the 1960s, the original R-1930-92 engines were replaced by R-1830-90Cs as used on the C-47 since these were easier to obtain and service. To simplify maintenance the same radar scanner and set as used on the C54 was also adopted. All the Catalinas were reskinned several times due to salt water corrosion. By 1968, two of the PBY-6As had been destroyed in a hangar fire, one hit a mountain and one was crushed by ice. L-857, grounded Oct 1967, is now preserved by Flyhistorisk Museum, Sola, Norway.

The standard Danish Catalina colour scheme was beige grey fuselage and underwing surfaces with crimson upper wing surfaces for visibility on the ice, yellowish dayglo on the nose, tail and floats and a large red/white Danish insignia on the fin/rudder. (See article 'Danish Cats' by Alan W Hall, Air Pictorial, Dec 1968).

Three Catalinas were generally based in Greenland, two at Narssarssuaq in the south and are on the east coast at Ansmagssalik. The Catalinas were known as 'Milcats' (short for Military Catalina Amphibian). Duties included parachuting provisions and mail to isolated radio and weather stations and checking on the position of ice floes in shipping areas.

01 May 61: To Esk.722 as L-866.

01 Feb 66: Returned to Esk.721. Twice each month L-866 and other Catalinas made the round trip of more than 4000 miles from Sanderstromfjord, Greenland, to Vaerloese and back for servicing.

1968: Struck iceberg during taxiing on sortie on east coast of Greenland, receiving major damage to the nose section, and was beached near the isolated outpost of Danesborg, where a temporary repair was made and the aircraft flown to Mestersuig for further attention.

Early 1970: Grounded due to impending major overhaul being due and impending withdrawal of Catalinas from Danish service - stored in open at Vaerloese, having flown 3694 hours 55 minutes in RDAF service.

13 Nov 1970: Final retirement of Catalina from RDAF service, farewell flight Friday from Vaerloese by the three remaining airworthy aircraft, 861/3/8. 866 remained on charge but in open store. 861 was retained for the RDAF Museum; 863/8 were sold for further service in the USA June 1972.

c. Jun 1972: 866 sold to RAF Museum for a nominal sum.

Aug 73: Overhaul commenced.

07 Nov 73: Initial test flight after overhaul for delivery by air to UK. During the flight from Vaerloese approximately 200 square feet (1012 m²) of fabric was torn off the inner starboard wing trailing edge, and several stringers bent and broken. The aircraft

was landed safely and repaired.

21 May 74: Test flight at Vaerloese after repair.

28 May 74: Calibration/Deviation flight from Vaerloese.

30 May 74: Final flight - delivery from Vaerloese to station museum at RAF Colerne, Wilts, lasting seven hours, including one hour circling Salisbury Plain awaiting the scheduled arrival time. Flown by experienced RDAF crew - Major Paul Ancker, CO of Esk.721 and four crew. Made several flypasts prior to landing and was officially welcomed by Chief of Staff of No.46 Group, AVM Nigel Hoad, and John Tanner, Director of The RAF Museum. In a short ceremony the aircraft and its logbooks were handed over to the RAFM by Colonel K Bendix of the RDAF.

31 May 74: Electronic equipment removed from aircraft for return to Denmark for reuse.

09 Oct 75: Moved by road to Aerospace Museum Cosford by No.71 MU following dispersal of Colerne Museum collection prior to closure of the airfield due to defence cuts in March 1976. The aircraft has remained on display at Cosford ever since and has recently been repainted.

[Authors note: As always, I would be delighted to hear any further details, additions, or corrections.]

Andrew Simpson, Royal Air Force Museum, Hendon, London, NW9 5LL, England.

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"Some comments on George Lowe's article on Finnish Fiat G.50s (SAFO #80). The FAF had altogether 35 'Fiiu's', but only a few of these were available during the Winter War. The first combat flight was not in October 1939, but in February 1940. During the Winter War, 26 Squadron Fiiu's shot down 11 Soviet a/c. During the Continuation War, Fiat squadrons were credited with another 88 victories. I agree with George's assessment of the Dujin kits; they are excellent, but very expensive and hard to find. I received mine from my French friend, Pascal Faucard. Pascal is a member of the editorial team of the fabulous 'Avions' magazine, and a SAFCH member too.

"Regarding the abstracts of the FAF SIG (SAFO #79): There are actually three conversion for the Morko-Morane. The best is by my friend, Kyosti Partonen, under the 'Moonshine' label. This is a real good resin product, but available in limited numbers and expensive. There is a Russian-made resin product; it's less expensive but not very good. Finally, there is a Czech-made kit that provides the whole fuselage. If anyone desperately want any of these, I can provide them. Also, some other new kits are available, for example a Fokker CX in vacuform with white-metal parts."

Tapio Huttunen (SAFCH #1169), Haukantie 22, 45740 Kuusankoski, Finland.

"I do not see why Paul Whelan should think that his item, correcting errors in the Squadron/Signal publication on the I-16 was boring. In fact, what we need are more items like this correcting the stuff that so often passes as 'historical text' in so many 'popular' aviation publications. The fact is that commercial magazines do not publish review material like this. They get the books sent free and many editors know little about aircraft built before 1980. Review copies (and there are so many books published now) are just passed on to someone who probably knows even less than the editor. So we get reviews that are nothing more than a list of contents with some unctuous space-filling remarks at the end about the book being 'worthwhile, a valuable addition to the library, go out and buy it, etc.

"If there were more knowledgeable and critical reviews, the 'authors' might take more care and do a little more research rather than recycle material published years earlier. The errors pointed out by Paul cover only the Spanish I-16s. One wonders how accurate that text is for the Soviet and Chinese ones.

"In answer to Yukio Onoguchi's question (page 135) about the Glencoe/Arco book on Spads: Yes, it is the same book by Jack Bruce which was published by Osprey as No. 9 in their 'Aircam Aviation

Series'. The book is undated but Jack's manuscript is dated 1969."

Harry Woodman (SAFCH #533), 10 The Byeway, East Sheen, London SW14 7NL, England.

"I was glad to see Antonio Linhares article on the Brazilian Navy Savoia-Marchetti S.55As; some very unusual aircraft. I believe these aircraft actually arrived in Rio by 10 February 1931. A Captain Donadelli, two other officers, and a number of mechanics and other ranks of the Italian Air Force remained in Brazil until transition training was completed. The aircraft were sold minus radio equipment and the special instruments used to carry out the Atlantic crossing were also removed, to the annoyance of the Brazilians. The cost per aircraft (870,000 Lire each) was, according to an intelligence report "very low ... less than that paid by the Regia Aeronautica to manufacture them ...". It should be noted that the Brazilian S.55s were of wooden construction, whereas those used by Balbo for the epic flight to Chicago later were aluminum. The Brazilian Savoias were initially assigned straightforward serials 1 to 11. However, incredibly, by 1 January 1933, only five survived, numbers 3, 5 and 9 having been written off (and apparently some others) on 26 April 1932, 3 September 1931 and 3 September 1931 (collision?) respectively. The five survivors were then apparently designated as P 1 S and received codes P1S-16 to P1S-20. In Brazilian Navy service, these were semi-permanent numbers (akin to USN Bureau Numbers), and the aircraft also at one point carried unit codes in larger numbers and characters such as 1-P-1 to 1-P-6. 1-P-4 and 1-P-7 were still current as of May 1936, and appear to have been the last two survivors.

"Further to friend Edwardo Luzardo's short piece on the Uruguayan Meridionali/IMAM (Romeo) Ro 37bis aircraft, I can add that by 18 June 1940, only three remained. An Intelligence Report dated 29 October 1937 stated that the first five aircraft were delivered on 26 October, which seems to conflict slightly with the dates he gives. Oddly, although the loss of s/n 2 is noted as he states on 17 July 1941, three still remained on the AOB as late as 21 August 1943, so perhaps a third aircraft was returned to service from parts of others.

"I also wanted to note, with regard to Colin Owers interesting drawings of the Grumman/CCF G-23s, that the scheme noted for the Nicaraguan example was that which was carried as of delivery in March 1938. I believe it was substantially different later and, by July 1942, had gained the Nicaraguan serial GN-9. As many may know, this aircraft returned to the U.S. as N2803J in 1966. A curious sidelight is that this aircraft suffered at least two 'gear up'

landing crashes, once in 1941 and again in 1942, being repaired both times by the TACA shops. In the second instance, the pilot agitated the ire of no less than the President of the Republic himself, not a good idea in those days!"

Dan Hagedorn (SAFCH #394), PO Box 682, Centreville, VA 20122-0682, USA

"Have recently had a chance to digest SAFO #81, and wanted to pass on a few comments. George Farinas' note on page 3 about "trying to get to the bottom of who put out the erroneous military numbers for the FAR [Cuba] MiG 19s." This truly seems to be something of a puzzle. As you no doubt are aware, Nick Waters drawing of FAR 761 appeared in SAFO #37, while "Air Power" by Robinson (page 296) featured a color side view of MiG 19F FAR 733. Further, Air Britain News Letter for March 1987 reported a spotting sojourn as having noted MiG 19s FAR 728 and 729, while you once again ran a side-view of FAR 728 (I assume by Nick Waters) in SAFO #78. As Nick, at one point in his career, had access to DIA photography, I always assumed that his two drawings were based on photos he had actually seen first-hand. I must confess that, all of the above taken together, served as the basis for my very brief summation of known serials in 'Central American and Caribbean Air Forces'. In actual point of fact, the only genuine photos of FAR MiG 19s that I have seen are of FAR 01 and FAR 88, the latter, of course, the well known example now on display at the DAA/FAR Museum outdoors. I must confess that I had always found that latter serial somewhat puzzling, in view of the fact that the MiG 15s, MiG 17s and MiG 21s all had (in the main) three-digit serials in a rather straightforward series. It did not seem too far a reach to conclude that the previously reported serials (e.g., 728, 729, et al) were probably proper serials for the MiG 19s. George has apparently actually interviewed a number of former FAR pilots who flew MiG 19s, and they have shown him their log books that indicate only two digit serials (similar to the known FAR 88). We are, therefore, left wondering where Nick and others came up with the three digit numbers in the 700s.

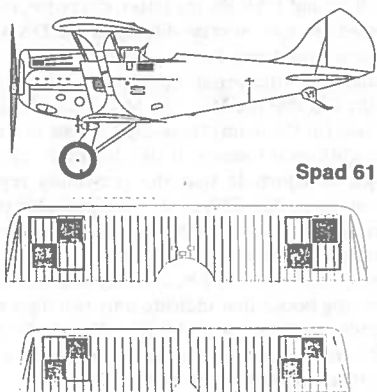
"Now on to John Cochrane's excellent summary of Small Air Forces Britten-Norman Islanders. John did not make note of the three BN-2s known to have been utilized by the former Fuerza Aerea Panamena and, later, the Servicios Aereo Nacionales. These were FAP-207 (a BN-2A-26, c/n 722) taken up in 1975 named 'Coiba' (fate unknown), FAP-208 (a BN-2A6R, c/n 256) in service by 23 November 1975 (and believed later to HP-

Continued on page 67.

News From Poland

A. Kits

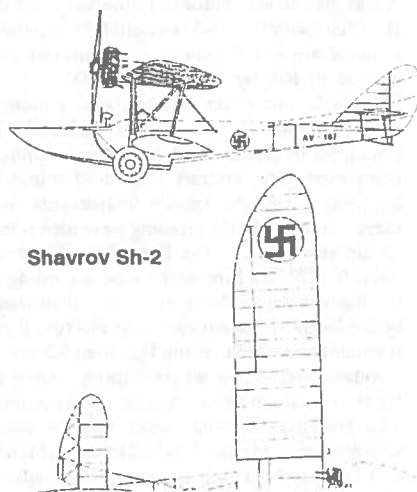
1. The long awaited HitKit 1/72 **Spad 61 C1** kit appeared only recently, but it was well worth waiting for. This kit is great improvement over earlier HitKit products, e.g. the Breguet XIX. The kit consists of some 30 short-run plastic parts and more than 20 photoetched parts by Eduard of the Czech Republic. The decal sheet, of very good quality, was prepared by Techmod and allows for no less than 20 different machines; 19 being for the Polish Air Force and one for the Romanian Air Force, all of 1920s. The two-page instruction sheet is in Polish and English with 1/72 side drawings, interior cockpit drawing taken from original Spad 61 manual, color schemes with descriptions, and exploded view for assembly purposes. Superb box art completes the kit. Plastic parts are provided for the fuselage, flying surfaces, undercarriage, struts, tailskid, and skis for one PAF winter version. Details on the fuselage state of the art quality; Pegasus would not be ashamed! Dimensions are spot on according to available sources, as are cross sections, the "sit" of undercarriage, the shape of vertical stabilizer and rudder, etc. Minor criticism concerns the oversized wing-rib effect, but this can be easily rectified with gently sanding. Remember, after all, this is short-run model, although this applies only to the plastic parts! The etched parts provide the cockpit interior including an excellent floor, front bulkhead, instrument panel, and various gauges, to name only main parts, plus radiator grill, elevator push rods, and even a tiny propeller for the generator. Some parts, like the control stick, tube-type gun sight, etc. are to be provided by the modeler. One clever thing drew my attention; the clear film accompanying the etched parts provides not only instrument faces (as typical for Eduard sets), but also a printed windshield with extremely thin frames better than anyone could hand paint! Just cut out with sharp scissors and bend in two places and voila. [Editor's note: I hope other kit manufacturers take note of this innovation.] It would take too long to describe all the color schemes provided, so I will mention only that the following squadrons insignia are provided: Kosciuszko, paper horse, skull and cross bones, winged arrow, bird, and even a white swastika.



Spad 61

A very good job from HitKit. Due any week are the Potez XXVII to be followed by a Potez XXV, and possibly a XV, Schreck flying boats, PWS A (Avia BH-33), Hansa Brandenburg C.I and B.I, DFW C.V, LVG C.V. All these kits were confirmed during a long chat with Przemek K. Musialkowski, HitKit's owner, so watch this space for further news!

2. Modelkrak of Krakow has released next model to their collection of lesser known aircraft of the pre-WWII era, this time Soviet Shavrov Sh-2 flying boat. As typical for Modelkrak, the main parts (fuselage and flying surfaces; altogether 9 parts) are molded in pale yellow, high-quality resin with excellent detail and rib effect. The rest of the 30+ parts are white metal and consisting of undercarriage, cockpit interior, propeller, engine, etc. are of high quality. The pattern for windshield is given on instruction sheet, for the modeler to build for him/herself. A small decal sheet, consisting of only six national insignia, is provided for one of the machines captured by the Finnish Air Force and marked AV-186 and AV-187. (There is a very interesting story on how these machines were captured. Both aircraft were sent to Finland to pick up Soviet spies, including at least one women spy, but the whole action failed and the machines were captured by Finnish soldiers. I hope one of our Finnish members can put more light on this story.) The Sh-2 was used by Soviets until late sixties!



Shavrov Sh-2

This is another excellent kit by Modelkrak, and certainly one that can be made into a model with an interesting story. Modelkrak has also improved packaging by adding color artwork to the box. The next kits, due early in June 1997 are the Kawasaki Army Type 88 bomber and Nakajima A4N1 biplane fighter.

B. Publications

1. AJ-Press Publications are still the most prolific publisher as far as aviation monographs and campaigns are concerned reaching 33 titles in Aircraft Monographs and 11 titles in their Air Campaigns series. One of their latest should be of interest to SAFO readers: Air Campaigns #10 **Balkans 1941**. There are 56 pages of usual A-4 format plus four gloss-paper covers which bring no less than a total of 90 b/w photographs, 7 pages of color profiles and color three-views, and 4 maps. The aircraft portrayed are not only the typical Me-109 and Ju-87, but also PZL P-24, Rogozarski IK-3, BR-20M, Cant Z.1007bis, CR-42, Hawker Fury Mk.II, etc. Summing up, despite the Polish language this is a must for all enthusiasts interested in the Balkan conflict. The other new release in the Air Campaigns is #11 **New Guinea 1942** which is similar to #10.

2. AJ-Press Publications ML #36 **PZL P-11**. Part

1. has been published in May. It is 68 pages plus 4 covers. The front cover has striking art work showing a P-11c from the Eskadra Kosciuszkowska forcing a Stuka to land. The back cover has color photographs of the only surviving P-11c from the Krakow Museum, including cockpit interior. There are 5 pages of color profiles of P-11a and c versions from various Eskadras, and 4 pages of 1/72-scale drawings starting from 1st prototype and ending with the licence built IAR P-11f and the P-11g Kobuz, 3 pages of 1/48-scale drawings of the P-11c, 84 black/white pictures of Polish and Rumanian aircraft with some of them never published before, 48 photos of details of all P-11 versions including different cockpit interiors, propeller/engine/cowling systems, etc. These latter are complemented by no less than 29 sketches and drawings of P-11 details like wheels, undercarriage systems, engines, props, interiors, and more. The text, in Polish, is divided into three chapters: 1. Design and development (by Andrzej Glass); 2. Service in units up to September 1939 (by Tomasz Kopanski); and 3. Technical description (by Andrzej Glass and Tomasz Makowski). I wonder what Part 2 will include? Anyhow, this, and Part 2, will, no doubt, establish the best single publication on the type for many years. Recommended for both aviation addicts and modelers.

3. WYD.MILITARIA have just released #40 **PLOESTI 1943**. This is a 46 pages book in A-4 format plus 4 pages of covers on which are original color photographs of Romanian and American aircraft that participated in the conflict. Additionally, there are some 40+ b/w photos, 8 pages of color profiles of Romanian, Bulgarian, and American machines, some maps, etc. An interesting book on the one of the famous air conflicts.

4. Books International, of Poland, has just released first of a series of books on Luftwaffe Allies. Written by three authors: Messers J. Rajlich, Z. Stojczew, and Z. Lalak, it is devoted to the Slovakian, Bulgarian, and Romanian Air Forces. The book is in A-4 format with 124 pages and 4 pages of covers. The front cover and two pages of back cover show several original WWII color photos of Romanian aircraft such as the IAR-80. Inside the book there are over 80 photos of Bulgarian a/c, 116 of Slovakian a/c, and 108 of Romanian a/c, including plenty of indigenous design from Bulgaria and Romania. There are some three view drawings of very unusual designs. This book is really valuable for everybody interested in the small air forces during WWII. The next releases will be: Part 2 Hungary, Finland, Croatia, and the ROA. Part 3 Italy. The release dates for Parts 2 and 3 are unknown at this time.

5. Wydawnictwo Militaria has started to release aviation publications in their series of A-4 format previously reserved for AFV. No. 36 is a book on the **Winter War 1939-1940** by Pawel Przymusiala. There are 54 pages of standard high-quality paper plus 4 pages of covers. The text is in Polish, but there are over 40 b/w photos, 13 pages of color profiles, plus some color schemes drawings and couple of maps to present combat activities during the conflict. A very attractive painting on front cover, by J. Wrobel, shows an FAF Fokker C.X on skis being attacked by two Soviet I-153s. This book is a valuable reference for anyone interested in this conflict. Other recent aviation-related releases by Wyd. Militaria: No.33 Me-210/410 monograph (in-

6. Militaria Quarterly, Vol.3, No. 1/97, arrived shortly before this letter was written, so that I have the chance to inform you about its very interesting contents. First of all, there is a 17 page story on Polish Air Force Sukhoi Su-7 and Warsaw Pact plans to equip them with tactical nuclear weapon. There are 20 b&w photos, 20 color photos, 3 pages of 1/72 scale drawings of the Su-7BN version (to be continued in next issues for BKL and U versions), and a table with the history of all 45 Polish Su-7s. The other interesting article is "Last Combat Flight of Cpt. Cooper" and concerns Cpt. Merian Caldwell Cooper, a volunteer from 7th Kosciuszowska Eskadra's struggles with Budionny's Soviet Cavalry in July 1920. There are 15 photos, some of them never published before, and one page of color artwork of the Oeffag D III and Ansaldo Balilla used by Cpt.Cooper. Great material for both PAF historians and modelers! Another article is the 3rd and final part on Dutch Naval Forces struggles with Japan with 17 photos of Do-24s, Catalinas, Ryan STMs, and Bostons. There are also two color profiles of a Fokker C-XIV and a Ryan

C. Decals

Only one new decal sheet worth mentioning - the latest HDL offering, in both 1/72 and 1/48, on Lim-5/MiG-17F Fresco C. Six aircraft are portrayed: two Egyptian, an Israeli captured machine, one Angolan, and two Polish machines one of which is the only non-camouflaged machine on the sheet. It is painted in special colors to celebrate the last flight of Polish Lim-5 on 12 July 1993. A very colorful and interesting decal sheet of the usual HDL high quality.

D. Accessories

As mentioned in one of my previous reviews, the PART company has released, under cat.no.S72-019, a 1/72-scale set of photoetched parts for PZL P-11c, and what set it is! There are over 80 parts for not only the usual control panel, floor, seat, and antennae, but also the front part of fuselage to replace poor imitation of the ventilation louvres presented by both PZW and Heller. front engine

parts, cockpit structure, plenty of various cockpit gauges, levers, etc. The seat itself consists of six parts and has excellent done openings. The control panel even has the back of the instruments! The oil cooler is made from 20 single ribs! There is fine representation of the releasable fuel tank which is neglected by all kit manufactures, and wheel interior and exterior discs. Modellers with the bias for super-detailing, or who wish to participate in contests, can open the machine-guns bays and install guns provided on the fret as well as the covers. Only syringe needles are necessary to complete job. There are also various handles, gun sights, antennae, windshield frames for separate small windows are provided along with gauges faces for control panel, of course. An excellent set for an aircraft other manufactures of details sets have never considered. I can't wait for the sets on the Karas, Los, RWD-8, etc. which are planned by this company. No doubt, 1/48 versions will be out soon

Wojciech Butrycz (SAFCH #981), ul. Aleksandry
25m167, 30-837 Krakow, Poland.

[illegible]

786) and HP839KN (BN-2A c/n 44) taken up and used by the SAN after 1991 and which suffered damage in August 1996."

Dan Hagedorn (SAFCH #394), PO Box 682,
Centreville, VA 20122-0682, USA.

"During a conversation on the 'net' with Grzegorz Gembala, who works with the Krakow Museum in Poland, I asked him if he could find out about rumors that the PZL P.50 had been painted with a sunburst in red on the upper surface of the wing. He spoke to Mr. Hoffman from the museum who stated categorically that this is pure fiction. The only P.50 was unpainted during its very brief career, as were several unfinished prototypes the Germans took with them after the fall of Warsaw. Mr. Hoffman also stated that the aircraft barely achieved 400 kph in a slight dive, in violation of the test rules, that the officials were very disappointed in the underpowered prototype."

Tom Young (SAFCH #56), PO Box 554, Corte
Madera, CA 94976-0554, USA.

"The book 'Lithuanian Air Force 1918-1940' is very good, as are the decal sheets. There are, however, several errors in the book: (1) The profile of the Fiat CR-20 is of the wrong version. (2) The photo of the wrecked Ansaldo A-120 shows the result of a ground collision and not the crash that killed Lt. Stukas who was killed in a Fokker D-VII. His nephew is a real good friend of mine and is trying to collect more information on this crash. (3) There is a photo of some Junker Jungmeisters with a note that LY-LAD was painted light green. This is not true. Both Jungmeister LY-LAD and Jungman LY-LAC had light blue fuselages including fin and rudder with silver wings, stabilizer, and elevator. Registration numbers were painted in white on the fuselage and black on the wings.

"I started building models in Lithuania in 1936 and had many opportunities to see Lithuanian aircraft. Did you know that there are surviving color movies of Lithuanian Air Shows and other flying activities? I am trying, to trace the stuff down and I am going to Lithuania this summer for six weeks just to see

what's there and to meet more people and to snoop around museums. Wish me luck.

Are you aware that there is a project in Lithuania to build an Anbo 41 and, perhaps, fly it around the world on goodwill flight? The original drawings are available (I think they are the ones I saved from destruction in 1941) and they are looking for a Bristol Pegasus engine. As far as information on Anbo aircraft, there is a chance of a book with full coverage."

David D. Dulaitis (SAFCH #913), 2102 Preston
Circle, Chipley FL 32428, USA.

"I just received the Polish book on Morane Saulnier MS.406. Great book. Has all the information on Lithuanian aircraft except a photo. I am sure there is a photo around somewhere, because upon completion these aircraft were tested by Lithuanian pilots before being crated for rail transport from France to Lithuania. However, World War II started before the aircraft could be delivered and the Lithuanian Moranes were returned to the factory in France. What happened to them afterwards is unknown. Jonas Mikenas, one of the Lithuanian test pilots thinks they were supplied to Finland during the Winter War, still painted with Lithuanian insignia and were flown as such. He, however, has no proof for this.

The book has an error on page 38. In the paragraph on Lithuania (Litwa) it says that, in 1937, 13 Moranes were ordered (Nr. 1074-1085) from production in Villacoublay. After the death of Mikenas (misspelled as Mikewas), on December 8, 1937, the order was canceled. I have seen notices of Mikenas' death in various magazines dealing with the MS.406. However, I have in front of me J. Mikenas' autobiography, written in 1988 and published by the Lithuanian Technical Museum in 1994. In it, Mikenas writes that he had a minor accident on that date while test flying the Morane Saulnier 405, wiping out the landing gear and being slightly injured. Mikenas died on April 7, 1988 in Kaunas, Lithuania."

David D. Dulaitis (SAFCH #913), 2102 Preston
Circle, Chipley FL 32428, USA.

"In reference to the excellent article by my friend John Cochrane in SAFO #81 regarding the use of the Britten-Norman Islander/Defender by small air forces, I would like to add the following information. The Air Squadron of the Armed Forces of Malta should be included in the list of users. In December 1995 Islander c/n 2159G was introduced into the inventory for surveillance and SAR duties by the force after its purchase from Berjaya Air, of Kuala Lumpur, Malaysia. The aircraft, a BN-2A-26, had before then been used by Pilatus/Britten-Norman as a company demonstrator. Although it carries the roundels and fin flashes of the Air Squadron and received registration 9H-ACU, (all AFM aircraft carry civil registration) the Islander, at least for the time being, is still painted in the Berjaya Air scheme.

Charles Stafrace (SAFCH #886), 47 E. Attard Street, St. Venera, HMR 07, Malta.

[Editor's note: A color photo of the Maltese Islander appeared on the cover of issue #57 of the Czech magazine, Plastic Kits Aero Revue.]

"It was a great surprise to receive your interesting SAFO Newsletter #80 and come across so sympathetic references to my book 'Os Bombardeiros A-20 no Brasil'. Many thanks to you, to Mr. Dan Hagedorn and to Mr. Sergio Santos.

"I would like to give your readers knowledge that the ex-RAF/USAAF Boston III AL336 wasn't forgotten in my book. AL336 history is described since it was flown down to Brazil on August 1944 through it was written off on July 1955. All this may be found on pages 27 thru 29 as well as on the table of page 252 (erroneously, Forca Aerea Brasileira (FAB) called this bomber A-20K 6091 - please see remark no 1 on page 253).

"Regarding the RA-20A 40-113 mentioned in the same SAFO Newsletter, it really doesn't appear in the book because it was never handed over to Brazil. At least, there is no evidence of this or that somebody planned to do it. Sorry I cannot trace the fate of this aircraft but I can assure it wasn't entered in the FAB inventory."

Gustavo Wetsch, Rua Maxaranguape 910/702,
59020160 Natal RN, Brazil.



